The Hong Kong Daily Press.

No. 8237 第八千二百三十七號 光緒十年四月念二日 HONGKONG, FRIDAY, MAY 16TH, 1884. 禮拜五 香港英五月十六號 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

May 14, DOUGLAS, British str., 982, S. Ashton, Amoy 13th May.—DOUGLAS LAPRAIK & Co.

May 15, KWANGTUNG, British steamer, 680, M. Young, Foochow 11th May, Amoy 13, and Swatow 14th, General.—DOUGLAS LAPRAIK & Co.

May 15, M. A. DIXON, British barque, 415, F. Cooke, Penang 18th March, and Singapore 28th April, Bark.—ORDER.

May 15, BENGLOE, British steamer, 1,090, W. Thomson, Saigon 10th May, Rice.—GIBB, LIVINGSTON & Co.

May 15, KWONGSANG, British steamer, 891, Jackson, Swatow 14th May, General.—JARDINE, MATHESON & Co.

May 15, PING-ON, British steamer, 574, A. A. McCaslin, Pakhoi 11th May, and Hoihow 13th, General.—RUSSELL & Co.

May 15, CENTAUR, German bark, 468, C. Offerson, Macassar 27th March, Rattan.—WIELER & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

MAY 15TH.

Glengarry, British str., for Foochow.

Breconshire, British str., for Yokohama.

De Bay, British str., for Nagasaki.

Francisca, German bark, for Keelung.

DEPARTURES.

May 15, AVA, French str., for Europe, &c.

May 15, BENGLOE, British str., for Saigon.

May 15, TAKACHIHO MARU, Japanese str., for Nagasaki.

May 15, LUTIN, French g-bt., for a cruise.

May 15, PRINZ ADALBERT, German corv., for Nagasaki.

PASSENGERS.

ARRIVED.

Per *Kwongsang*, str., from Swatow.—38 Chinese.

Per *Kwangtung*, str., from Coast Ports.—109 Chinese.

Per *Ping-on*, str., from Pakhoi, &c.—Right Rev. Bishop Burdon, and 15 Chinese.

DEPARTED.

Per *Amatista*, str., for Amoy.—Capt. Dodd.

Per *Zafiro*, str., for Amoy.—Rev. Fathers F. Traura and P. Beltran, Mr. F. B. Wheeler.

Per *Namoa*, str., for Swatow.—Mrs. Ashmore, Miss Norwood, and Mr. R. Craig. For Amoy.—Mr. Layton. For Foochow.—Dr. Underwood, Mr. and Mrs. Synnes and child, Mr. and Mrs. Rogers, Messrs. Guinness and Rimington.

Per *Ava*, str., from Hongkong.—For Saigon.—Mr. Reveillé, and 6 Chinese. For Singapore.—Rev. Casimiro Saleilles. For Marseilles.—Mrs. Koenig, Rev. R. Eichler, Dr. Lucio Augusto da Silva, Messrs. Charles J. Langue, Samuel Cox and E. McGuinnis. From Shanghai.—For Saigon.—Messrs. Vissiere, L. Cazalas Gaillon, Lavarene, Brenterch, Charrier, Garrio, Carbounel, and Tu Duc. For Marseilles.—Messrs. Pavin, A. Bourlier, H. Paoletitch, and A. Lozinski.

REPORTS.

The British steamer *Kwongsang* reports left Swatow on the 14th inst., and had fresh Easterly winds and gloomy weather.

The British steamer *Douglas* reports left Amoy on the 13th inst., with machinery disabled. In port *Audacious*, *Swift*, *Enterprise*, men-of-war, and str. *Glucksburg*. Had moderate N.E. winds and fine weather.

The British steamer *Ping-on* reports left Pakhoi on the 11th inst., H.M. gunboat *Linnet* in port. Arrived in Hoihow on the 12th, left again on the 13th, three Chinese gunboats in port. Had thick and squally weather with moderate N.E. breeze first part of passage; latter part fine weather. Arrived in Macao the 14th and Hongkong the 15th May.

The British steamer *Kwangtung* reports from Foochow to Amoy moderate N.E. breeze with drizzling rain. From Amoy to Swatow fresh N.E. breeze with overcast sky. From Swatow to port light E.N.E. breeze with fine clear weather. Passed str. *Namoa* off Cholang Point. Steamers in Swatow at time of leaving were *Kwongsang*, *Keelung*, *Feilung*, *Yung-ching*, *Seewo*, *C. H. Kian*, *Lido*, and *Taichiow*.

AMOY SHIPPING.

ARRIVALS.

May—

6, Vigilant, British des.-ves., from H'kong.
7, Kwangtung, British str., from Hongkong.
7, Diamante, British str., from Hongkong.
7, Namoa, British str., from Foochow.
7, Hock Po, Chinese g-bt., from Taiwanfoo.
7, Fokien, British str., from Tamsui.
7, Galveston, German bark, from N'chwang.
8, Kwang-lee, British str., from Swatow.
8, Emuy, Spanish str., from Hongkong.
9, Ling Feng, Cust. str., from Chapel Island.
9, Douglas, British str., from Hongkong.

DEPARTURES.

May—

6, Hailoong, British str., for Swatow.
7, Sikh, British str., for Straits.
7, Kwangtung, British str., for Foochow.
7, Diamante, British str., for Manila.
7, Namoa, British str., for Swatow.
7, Rory, British str., for Straits.
7, Wolf, German g-bt., for Hongkong.
8, Kolga, British bark, for Foochow.
8, Hock Po, Chinese g-bt., for Foochow.
8, Vigilant, British des.-ves., for Swatow.
8, Ling Feng, Cust. str., for Light-houses.
8, Emuy, Spanish str., for Manila.
9, Flying Fish, British g-bt., for Japan.
9, Audacious, British frigate, for a cruise.
9, Fokien, British str., for Tamsui.
9, Kwang-lee, British str., for Shanghai.
9, Assens, British bark, for Takao.
9, Willie, British 3-m. sch., for Taiwanfoo.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.

(Per last Mail's Advice.)

Anerley (s.)	Nagasaki	Mar.	27
Drachenfels (s.)	Yokohama	Mar.	27
Tyne (s.)	Nagasaki	Mar.	28
Cyclops (s.)	Shanghai	Mar.	30
Marie Thomas	Hongkong	April	1
Hector (s.)	Shanghai	April	2

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date.)

Aura	Cardiff	Oct.	15
Figaro	Penarth	Nov.	10
Medina	Cardiff	Nov.	26
Medora	Cardiff	Nov.	30
Heinrich	Cardiff	Dec.	1
Else	Cardiff	Dec.	3
Honauwar	L'pool via Cardiff	Dec.	3
George	Cardiff	Dec.	14
Andrew Jackson	Cardiff	Dec.	29
Marinin	Cardiff	Dec.	30
Forest King	Penarth	Jan.	1
Jupiter	Antwerp	Jan.	9
Adele	Cardiff	Jan.	13
Leonora	Cardiff	Jan.	16
Macedon	Cardiff	Feb.	1
Schiller	Cardiff	Feb.	2
General Domville	Cardiff	Feb.	25
Governor Tilley	Penarth	Feb.	25
Metapedia (s.)	Middlesborough	Feb.	27
Jupiter	Flushing	Feb.	27
Vespasian (s.)	Liverpool	Feb.	29
Fidelio (s.)	Hamburg	Mar.	15
Cairo (s.)	Hamburg	Mar.	15
Guy C. Cross	Penarth	Mar.	15
Lord Jeffrey (s.)	Glasgow	Mar.	18
Nankin (s.)	Newcastle	Mar.	18
Governor Goodwin	Penarth	Mar.	22
South America	L'pool via Cardiff	Mar.	25
Canton (s.)	Cardiff	Mar.	26
Papa	Hamburg	Mar.	29
Glenartney (s.)	Greenock	Mar.	29
Electra (s.)	Hamburg	Mar.	30
Allahabad	Penarth	April	1
Ulysses (s.)	Liverpool	April	2
Glenorchy (s.)	London	April	2

INTIMATIONS.

SUMMER HATS.

LANE, CRAWFORD & Co. have now opened their New Stock of

CALCUTTA-MADE PITH SUN HATS and HELMETS.

The "Terai" FELT HATS in light and Dark Drab.

SOFT AMERICAN FELT HATS.

NEW STRAW HATS and LAWN TENNIS HATS.

NAPIER JOHNSTONE'S SCOTCH WHISKY, a very fine old Spirit, in Square Bottles.

LANE, CRAWFORD & Co.

Hongkong, 21st March, 1884.

COLONIE DE LA COCHINCHINE.

CONTRIBUTIONS INDIRECTES.

Conformement aux dispositions arrêtées par le Conseil Colonial dans sa seance du 28 Decembre dernier,

Les personnes qui desireraient établir en Cochinchine des distilleries á appareils perfectionnes pour la transformation des riz et autres matières en alcools destinés à l'exportation, devront faire parvenir leur demande en autorisation à l'Administration avant le 1er Septembre 1884, accompagnee des plans et indications propres à permettre d'appreciar l'importance et l'economie de l'établissement projeté.

La Concession aura lieu aux conditions suivantes :—

1°.—La distillerie devra etre établie à Saigon ou sur le territoire du 20me arrondissement. Tous les bâtiments seront construits en murs de briques, converts en tuiles, attenant les uns aux autres et reunis dans une enceinte parfaitement close. Un logement convenable composé de deux pieces et des dependances necessaires y sera menagé pour le préposé de la Régie.

2°.—La fabrication et la sortie des alcools seront soumises au régime de l'exercise. Le concessionnaire devra se soumettre à tous les reglements pris par l'autorité locale pour la surveillance et le controle de cette industrie.

3°.—Pendant trois annees et jusqu'à concurrence de 2,000,000 de litres, quel que soit le nombre de établissements en exercice, la fabrication pour l'exportation sera exempte de tous droits dans la Colonie. Passé ce delai, ou une fois le chiffre deux millions de litres atteint, chaque hectolitre d'alcool exporté sera frappé d'un droit de cinquante cents en remplacement de l'impot foncier et pour couvrir les frais de surveillance.

4°.—Bien que les alcools fabriques dans ces distilleries soient specialement destinés a l'exportation, le Concessionnaire pourra, au renouvellement des baux, concourir pour l'exploitation d'une ou plusieurs concessions pour la consommation dans l'interieur de la Colonie, en acquittant les droits et en se soumettant a la reglementation locale.

5°.—La distillerie devra être prête à fonctionner le 1er Janvier 1885.

6°.—Le gerant devra etre agréé par l'Administration. [884

SUN SHING

DEALER IN SILKS,

Canton and Shanghai Gauzes, Crape Shawls, Lacquered and Ivory Ware, Curiosities, Ornaments, Inlaid Chairs and Tables, &c., &c., GOLD AND SILVER JEWELLER,

ENGRAVER ON STAMPS, SEALS, &c., &c.,

No. 62, QUEEN'S ROAD, HONGKONG.

NOTE.—This Firm is the oldest established of the kind in Hongkong, and has no connection with any other of similar long name.

SUN SHING [1610

MAIL TABLES.

THE TABLE of ARRIVALS and DEPARTURES of ENGLISH and FRENCH MAILS at and from LONDON and HONGKONG will be found in "THE CHRONICLE AND DIRECTORY," p. 401 of large edition, p. 649, small edition.

Separate Copies, with Anglo-Chinese Calendar can be had at 10 Cents each or $1 per dozen.

"Daily Press" Office,

1st February, 1884. [281

NOTICE.

BOOKBINDING IN ALL ITS BRANCHES AT THE "DAILY PRESS" OFFICE.

Bookbinding in every Style by Competent Workmen on the Premises.

Music bound in Elegant Bindings.

Commerical Binding of every Size and Description, and Account Books ruled to any Pattern.

QUALITY OF MATERIALS AND WORKMANSHIP GUARANTEED.

"DAILY PRESS" OFFICE,

HONGKONG.

NOTICES OF FIRMS.

NOTICE.

I HAVE Established myself as SHARE and GENERAL BROKER.

LOUIS MENDEL.

Hongkong, 14th May, 1884. [950

NOTICE.

THE PARTNERSHIP between Messrs. STEPHENS & HOLMES, Solicitors, terminated on the 31st March, 1884, and the undersigned will continue to practice in his own name at No. 24, Queen's Road, adjoining the Hongkong Dispensary.

HENRY J. HOLMES.

Hongkong, 1st April, 1884. [670

NOTICE.

MR. BHULLOOBHOY JANMAHOMED being about to leave for Bombay, Mr. JAFFERBHOY KHETSEY is duly authorised to sign my firm and conduct the business in China from this date.

JAIRAZBHOY PEERBHOY.

Hongkong, 10th May, 1884. [934

NOTICE.

IN FUTURE MY BUSINESS in China will be carried on under the style or name of FRANK H. ENGLAND & Co.

I have this day admitted Mr. H. SKERRETT-ROGERS, China, a Partner in the said Firm.

FRANK H. ENGLAND.

Hongkong, 6th May, 1884. [913

NOTICE.

THE INTERESTS and RESPONSIBILITY of Mr. WILLIAM HENRY HARTON, Junior, in our firm CEASED on the 30th April, 1884.

Mr. GERALD SLADE and Mr. ALEXANDER McCONACHIE are this day admitted Partners in our firm.

GILMAN & Co.

Hongkong and Foochow, 1st May, 1884. [867

NOTICE.

DURING my absence Mr. H. EBELL is authorised to sign my name per procuration.

E. A. RAVEN.

Canton, 24th April, 1884. [850

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ...$5,000,000.
INSTALMENT received on NEW SHARES... } $2,074,744.75.
$7,074,744.75.

RESERVED FUND...$2,500,000.
INSTALMENTS of PREMIUM received on NEW SHARES ...... } $1,563,361.66.
$4,063,361.66.

COURT OF DIRECTORS:—

Chairman—A. P. McEWEN, Esq.

Deputy Chairman—Hon. F. D. SASSOON

H. L. Dalrymple, Esq.	A. McIver, Esq.
A. Gültzow, Esq.	M. E. Sassoon, Esq.
M. Grote, Esq.	W. H. Forbes, Esq.
Hon. W. Keswick	C. D. Bottomley, Esq.

CHIEF MANAGER.

Hongkong—THOMAS JACKSON, Esq.

MANAGER.

Shanghai—EWEN CAMERON, Esq.

LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.

On Fixed Deposits:—

For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,

No. 1, Queen's Road East,

Hongkong, 2nd April, 1884. [7

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct Security for the repayment of sums deposited in the above Bank.

3.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $1,500 in any one year.

4.—Deposits may be made on behalf of relations, of Trusts, &c., in addition to the Depositor's own account.

5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.

6.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

7.—Deposits may be forwarded from the Ports by means of clean Hongkong Postage Stamps of any values.

8.—Interest at the rate of 3½ per cent per annum will be allowed to Depositors on their daily balances.

9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

10.—Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence as to the business of the Bank will, if marked ON HONGKONG SAVINGS BANK BUSINESS, be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.

11.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly-appointed Agent, and the production of his Pass-Book are necessary.

12.—All documents connected with the business of the Savings Bank are exempt from Stamp Duty.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON,

Chief Manager.

WITH Reference to the above, business will be commenced on the 1st May, 1884.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, 26th April, 1884. [844

THE BANKRUPTCY ACT 1869.

IN HER MAJESTY'S COURT AT AMOY.

IN the matter of proceedings for liquidation by arrangement or composition with Creditors instituted by JAMIESON ELLES, of Amoy, lately trading under the style or firm of ELLES & Co. at Amoy.

The Dividend in the above matter will be paid on the 17th instant.

Dated this 9th day of April, 1884.

F. CHOMLEY, } Trustees.
J. S. MOSES, }

761]

HOTEL DE L'UNIVERS,

WYNDHAM STREET, HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports that he has re-opened the

HOTEL DE L'UNIVERS

The whole of the Rooms have been NEWLY FURNISHED throughout, and there are Rooms suitable for either Married Couples or Single persons.

The TABLE is supplied with the best the market can provide.

The WINES and LIQUORS supplied, both at the bar and table, are of the VERY BEST BRANDS.

Gentlemen desirous of taking meals, such as TIFFINS and DINNERS, can have all requisite information by applying to

GEORGE STAINFIELD,

Proprietor.

Hongkong, 28th February, 1884. [448

AGENCIES ORIGINALLY ESTABLISHED IN CHINA IN 1847.

CUTLER, PALMER & Co., WINE SHIPPERS,

call attention to some of the Specialities they now consign to China, viz:—

Their Old **** COGNAC; quality never varies any more than does their *** COGNAC quality.

Their own Blend of SCOTCH WHISKY, Highland Malt.

Their Genuine PORT for Invalid's use.

Their SHERRY, which maintains a good repute.

Their CLARETS, as produced in the vineyards.

The ROYAL CHAMPAGNE, used by Her Majesty the Queen.

Those among other items are always to be had at the Godowns of our Friends

JARDINE MATHESON & Co., Hongkong and Shanghai.

SIEMSSEN & Co., Hongkong and Shanghai.

LANE, CRAWFORD & Co., Hongkong.

We maintain quality, and our prices are consistent therewith and at the same time reasonable. [2096

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW,

the 17th May, 1884, at 2 P.M., at the Residence of E. J. ACKROYD, Esq., Upper West Terrace, Eastern House,

THE WHOLE OF THE

HOUSEHOLD FURNITURE, &c.,

Comprising:—

ENGLISH-MADE BLACK-AND-GOLD DRAWING ROOM SUITE in Tapestry.

ENGLISH-MADE BLACK-AND-GOLD DOUBLE SUTHERLAND TABLE, CABINET, and CHIMNEY GLASS.

DINING TABLE, SIDEBOARD, WHATNOTS, DINNER, DESSERT, and TEA SERVICES, GLASS and PLATED WARE.

BRASS BEDSTEADS, ENGLISH-MADE MAHOGANY Double-Winged WARDROBE, with Plate Glass Door, DAVENPORT, CHEST OF DRAWERS, TOILET TABLE and GLASS, and WASHSTAND.

&c., &c., &c.

TERMS OF SALE.—As Customary.

Catalogues will be issued, and the whole to be on view on and after FRIDAY, the 16th instant.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, 9th May, 1884. [930

PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, on

FRIDAY,

the 23rd May, 1884, at 3 P.M., on the Premises, in one Lot.

By Order of the MORTGAGEE, the following VALUABLE LEASEHOLD PROPERTY.

Situate in the Wong-nei-chong District, of the Western Division of the Island of Hongkong.

All that Piece or Parcel of GROUND lying and situate in the Wong-nei-chong District of the Western Division of the Island of Hongkong, on the West of the Chinese Village, containing in the whole one acre and a half which said piece of ground is registered in the Land Office as Farm Lot No. 51.

On the above piece of ground is erected a Substantial BUNGALOW. The said piece or parcel of ground is held for the unexpired residue of a term of 75 years at the yearly Crown Rent of $15.

For Further Particulars, apply to

SHARP, JOHNSON, & STOKES,

Solicitors for the Vendor,

Supreme Court House,

or to

J. M. ARMSTRONG,

Auctioneer.

Hongkong, 16th May, 1884. [964

INTIMATIONS.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FIRST INTERIM BONUS of Twenty per cent. upon Contributions for the year 1883, has this day been declared.

WARRANTS may be had on application at the Office of the Society on and after the 19th instant.

By Order of the Board,

N. J. EDE,

Secretary.

Hongkong, 5th May, 1884. [892

NOTICE.

In the matter of the ESTATE of ANTONIO ALMARIO, late of Victoria, in the Colony of Hongkong, Musician, Deceased.

NOTICE is hereby given that all Creditors and other Persons having any CLAIMS or DEMANDS upon or against the ESTATE of the said ANTONIO ALMARIO, who died at Victoria aforesaid, on the 1st day of February, 1884, and whose Will was duly proved in the Supreme Court of Hongkong, in its Probate Jurisdiction on the 27th day of March, 1884, by JOSE ANTONIO DOS REMEDIOS and ANTONIO DOS REMEDIOS, both of Victoria aforesaid, the Executors in the said Will named, are hereby required to send in Writing the Particulars of their Claims or Demands to the Undersigned on or before the 5th day of June, 1884, pursuant to an Order of the said Honourable Court, dated the 5th day of May, 1884, limiting the time for Creditors to send in their Claims to that date.

NOTICE is hereby also given that from and after the said 5th day of June, 1884, the said JOSE ANTONIO DOS REMEDIOS and ANTONIO DOS REMEDIOS will proceed to distribute the Assets of the said ANTONIO ALMARIO, deceased, amongst the Parties entitled thereto, having regard to the Claims of which the said JOSE ANTONIO DOS REMEDIOS and ANTONIO DOS REMEDIOS or the Undersigned shall then have had notice, and that the said JOSE ANTONIO DOS REMEDIOS and ANTONIO DOS REMEDIOS will not be liable for the Assets or any part thereof so distributed to any person of whose Claim they shall not have had notice at the time of such distribution.

Dated the 5th day of May, 1884.

DANIEL E. CALDWELL,

Solicitor for the Executors,

50, Queen's Road,

909] Hongkong.

NOTICE.

In the matter of the ESTATE of ROMUALDO ANTONIO GUTERRES, late of Macao, Merchant, Deceased.

NOTICE is hereby given that all Creditors and other Persons having any CLAIMS or DEMANDS upon or against the ESTATE of the said ROMUALDO ANTONIO GUTERRES who died at Macao aforesaid on the 3rd day of January, 1884, and of whose Estate and Effects Administration was committed by the Supreme Court of Hongkong in its Probate Jurisdiction unto MARIA NATIVIDADE PERES GUTERRES, the Widow of the deceased, on the 8th day of April, 1884, are hereby required to send in Writing the Particulars of their Claims or Demands to the Undersigned on or before the 5th day of June, 1884, pursuant to an Order of the said Honourable Court dated the 5th of May, 1884, limiting the time for Creditors to send in their Claims to that date.

NOTICE is hereby also given that from and after the said 5th day of June, 1884, the said MARIA NATIVIDADE PERES GUTERRES will proceed to distribute the Assets of the said ROMUALDO ANTONIO GUTERRES, deceased, amongst the Parties thereto entitled having regard to the Claims of which the said MARIA NATIVIDADE PERES GUTERRES or the Undersigned shall then have had Notice, and that the said MARIA NATIVIDADE PERES GUTERRES will not be liable for the Assets or any part thereof so distributed to any Person of whose Claim she shall not have had notice at the time of such distributions.

Dated the 5th day of May, 1884.

DANIEL E. CALDWELL,

Solicitor for the Administratrix,

50, Queen's Road,

910] Hongkong.

THE CHUNG NGOI SAN PO

(Chinese *Daily Press*),

PUBLISHED DAILY,

Is the best medium for Advertising among the Native Community.

It has been established upwards of TWENTY YEARS, and enjoys the largest *bond fide* circulation of any Chinese paper in the Southern China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.

Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.

TO BE LET.

COALS TAKEN ON STORAGE at moderate terms.

Apply to

MEYER & Co.

Hongkong 1st February, 1884. [871

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.

Also

Entire GODOWNS to be LET

Apply to MEYER & Co.

Hongkong, 3rd March, 1881. [1057

TO LET.

GLENEALY, CAINE ROAD, from the 1st day of June, 1884, at present in the occupation of Dr. Fisher.

For Further Particulars, apply to

MATTHEW J. D. STEPHENS,

Solicitor,

18, Bank Buildings,

Queen's Road.

Hongkong, 7th May, 1884. [914

TO BE LET FURNISHED, for the Summer months, the desirable RESIDENCE, "THE CASTLE," with Tennis Lawn attached.

Apply to

LINSTEAD & DAVIS.

Hongkong, 6th May, 1884. [904

TO BE LET.

THE DETACHED RESIDENCE known as "BELLEVUE."

Apply to

LINSTEAD & DAVIS.

Hongkong, 7th April, 1884. [724

STORAGE.

THE Undersigned are Prepared to take COAL and GOODS of all descriptions, on STORAGE, at reduced rates.

Apply to

LINSTEAD & DAVIS.

Hongkong, 8th April, 1884. [727

TO LET.

With Immediate Possession.

HOUSE No. 27, ELGIN TERRACE.

Apply to

LINSTEAD & DAVIS.

Hongkong, 5th April, 1884. [714

TO BE LET.

NO. 9, MOSQUE TERRACE.

HOUSES in SPRING GARDENS, at moderate Rentals.

GODOWNS, EAST and WEST POINTS.

Apply to

LINSTEAD & DAVIS.

Hongkong, 8th February, 1884. [334

TO BE LET.

LARGE and SMALL COAL GODOWNS at Wanchai, with Water Frontage.

Apply to

LINSTEAD & DAVIS.

Hongkong, 5th January, 1884. [98

TO LET.

THE PREMISES now occupied by us No. 11, Queen's Road Central.

For Further Particulars, apply to Messrs. RUSSELL & Co.

GEO. R. STEVENS & Co.

Hongkong, 1st August, 1883. [30

TO LET.

With Immediate Possession.

THE TWO NEWLY BUILT HOUSES, Nos. 7 and 9, in REMEDIOS' TERRACE, Arbuthnot Road.

Apply to

REMEDIOS & Co.

Hongkong, 1st May, 1884. [869

TO LET.

THE Easternmost HOUSE in CARLTON TERRACE, Spring Gardens.

Apply to

G. R. LAMMERT.

Hongkong, 1st May, 1884. [870

TO LET.

A COMMODIOUS ROOM, with Bathroom attached.

For Particulars, apply to

HESSE & Co.,

10, Praya Central.

Hongkong, 29th April, 1884. [857

TO-BE-LET.

NO. 2, DOUGLAS VILLAS, CAINE ROAD.

Also,

No. 6, UPPER MOSQUE TERRACE.

Possession from 1st May.

Apply to

DOUGLAS LAPRAIK & Co.

Hongkong, 7th April, 1884. [723

TO LET.

ROOMS in CLUB CHAMBERS.

Apply to

DOUGLAS LAPRAIK & Co.

Hongkong, 1st February, 1882. [28

TO BE LET.

TWO ROOMS FURNISHED.

Apply on the Premises.

No. 1, DUDDELL STREET.

Hongkong, 3rd April, 1884. [699

TO LET.

NOS. 7 and 8, SEYMOUR TERRACE.

No. 4, OLD BAILEY STREET.

No. 7, GARDEN ROAD, (known as HARPERVILLE,

No. 25D, PRAYA CENTRAL.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 28th June, 1883. [27

TO LET.

OFFICES at No. 6, PRAYA CENTRAL, facing the Harbour on Ground Floor of Block occupied by the Messageries Maritimes.

Apply to

W. G. HUMPHREYS & Co.,

No. 6, Praya Central.

Hongkong, 2nd April, 1884. [691

TO BE LET.

From 1st April, 1884.

THE PREMISES now occupied by Mr. Rehemoobhoy Habbibhoy, No. 46, in Lyndhurst Terrace.

Apply to

H. M. M. ALLY & Co.

Hongkong, 29th February, 1884. [459

OLD HIGHLAND WHISKY.

WE have appointed Messrs. OVERBECK & Co., of Shanghai, Sole Agents for the sale of our OLD HIGHLAND WHISKY in China and Hongkong.

Kilmarnock and London, } 16th November, 1883.

JOHN WALKER & SONS.

For Sale at $8 per Case of 1 dozen Bottles.

SIEMSSEN & Co.

Hongkong, 18th January, 1884. [193

KEATING'S INSECT POWDER.

BUGS, FLEAS, MOTHS, BEETLES, and all other Insects, are Destroyed by KEATING'S INSECT POWDER, which is quite harmless to Domestic Animals. In exterminating Beetles the success of this Powder is extraordinary, and no one need be troubled by those pests. It is perfectly clean in application. Ask for, and take no other than "KEATING'S POWDER," as imitations are noxious, and fail in giving satisfaction. Sold by all Chemists, in small Bottles. [898

GEORGE GOULET CHAMPAGNE.

PUSTAU & Co.,

Agents.

Hongkong, 18th January, 1884. [191

NOTICES TO CONSIGNEES.

"SHIRE" LINE OF STEAMERS.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship

"BRECONSHIRE,"

Thomas, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk, into the Godown of the Undersigned, at Wanchai No. 3, behind the premises known as "Blue Buildings," whence and/or from the wharves or boats delivery may be obtained.

Optional Cargo will be forwarded on, unless notice to the contrary be given before THREE P.M., TO-DAY.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 22nd instant, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,

Agents.

Hongkong, 14th May, 1884. [938

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "ORESTES,"

are hereby notified that the Cargo is being discharged into Craft, or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 11th May, 1884.

Goods undelivered after the 17th May, 1884, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th May, 1884. [889

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship

"GALLEY OF LORNE,"

Captain Pomroy, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the steamer will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Yokohama unless notice to the contrary be given before NOON, TO-MORROW, the 8th instant.

All Claims against the steamer must be presented to the Undersigned on or before the 17th instant, or they will not be recognised.

RUSSELL & Co.,

Agents.

Hongkong, 7th May, 1884. [918

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex "IRAOUADDY."

No Mark, No Number 2 Bundles Iron.

I. MARTIN,

Acting Agent.

GREAT CLEARANCE SALE.

AT T. N. DRISCOLL'S

THE whole of the STOCK to be Sold at less than English Cost.

Special advantages offered in the

TAILORING AND OUTFITTING DEPARTMENTS

FOR CASH.

No. 6, Queen's Road.

Hongkong, 29th March, 1884. [658

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

NOTICE TO PASSENGERS.

THIS COMPANY now grant PASSAGES THROUGH TO LONDON viâ MARSEILLES, including Continental Railway Fares, at the same rate as for the route by sea to LONDON, viz: $380.

The Fare to MARSEILLES is now similar to that charged to BRINDISI or VENICE, viz: $355.

A. McIVER,

Superintendent.

Hongkong, 14th March, 1884. [560

KELLY AND WALSH'S LIST OF NEW MUSIC.

GILBERT & SULLIVAN'S NEW COMIC OPERA "THE PRINCESS IDA."

NEW DANCE MUSIC

Princess Ida Waltz—Bucalossi.
Princess Ida Lancers—Chas. Coote.
Princess Ida Quadrilles—Bucalossi.
Princess Ida Polka—Bucalossi.
Maiglöckchen Waltz—Claude Ponsonby.
Primavera Valse—Alfred Delbrück.
Der Bettelstudent Polka—Chas. Coote.
Der Bettelstudent Galop—Chas. Coote.
Der Bettelstudent Quadrille—Chas. Coote.
Going to the Market Valse—Chas. Godfrey.
Dream Faces Waltz—Joseph Meissler.
Ever Thine Waltz—H. H. Lightwood.

NEW SONGS.

Bebée—J. L. Molloy.
The Roll of the Drum—J. L. Molloy.
Good Bye Sweet Rose—Frank L. Moir.
The Reaper and the Flowers—Fred. H. Cowen.
Go, Lovely Rose—E. M. Machell.
What I do and What I Dream—M. V. White.
The By Gone Time—Isidore de Lara.
The Wedding of the Waves—Alfred J. Caldicott.
True till Death—Alfred Scott Gatty.

The Largest Stock of Music in the East, replenished with the latest additions by every French Mail. 10,000 Pieces to select from.

KELLY & WALSH.—HONGKONG. [25

W. BREWER has just received

TREATY BETWEEN GREAT BRITAIN AND COREA.

James' Wild Tribes of Soudan.
Statesman's Year Book, 1884.
Consular Formulary.
A. B. C. Telegraph Code.
Flora Hongkongensis.
Chavasse's Advice to Wife.
Bull's Hints to Mothers.
Proctor's Nature Studies.
" Poetry of Astronomy.
" Star Atlas.
New Albums and Stands—very elegant.
Electro Call Bells.
The Paragon File, from letter size to large Foolscap.
Sweet Caporal and other Cigarettes of Kinney Brothers.
Beatty's American Organs, 20 Stops—$130.
The Concert Autophone.
New Songs.
New Dance Music.
A very fine Collection of Engravings, very cheap.

W. BREWER,

26] Queen's Road.

HOP SHING & Co., ENGINEERS, BOILER MAKERS, COPPER SMITHS, BRASS AND IRON FOUNDERS, &c., WEST POINT IRON WORKS,

Having commenced business, are ready to undertake work of the above descriptions under the Supervision of an EXPERIENCED EUROPEAN.

Orders executed with the utmost despatch and at moderate terms.

[1784

INTIMATIONS.

TO LET.

BUNGALOW, No. 33, THIRD STREET.

Apply to

BELILIOS & Co.

Hongkong, 16th May, 1884. [963

FOR HOIHOW AND PAKHOI.

THE Steamship

"PING-ON,"

Captain McCaslin, will be despatched for the above Ports on SUNDAY, the 18th instant, at DAYLIGHT.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, 16th May, 1884. [961

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"DIAMANTE,"

Captain Stack, will be despatched for the above Ports on MONDAY, the 19th instant, at FIVE P.M.

For Freight or Passage, apply to

RUSSELL & Co.,

General Managers.

Hongkong, 16th May, 1884. [962

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, PERSIAN GULF PORTS, ODESSA, and the MEDITERRANEAN PORTS).

THE Company's Steamship

"ORION,"

Captain G. Maharsich, will be despatched as above on WEDNESDAY, the 28th instant, at NOON.

For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, 15th May, 1884. [960

GOVERNMENT BILLS.

TENDERS for SPECIE MEXICAN DOLLARS Current in this Colony weighing 7.1.7. in exchange for BILLS drawn ON DEMAND on the GOVERNMENT OF INDIA CALCUTTA, will be received by the Chief Paymaster, Army Pay Department, until TWELVE, NOON, THIS DAY, the 16th instant.

The Tenders to state the Total Amount required (in Rupees) and the amount for which each Bill should be drawn, but no Bill will be issued for sums below Rs. 10,000.

The Tenders to be in Duplicate, in Sealed Covers, addressed to "The Chief Paymaster, Army Pay Department," and endorsed "Tenders for Government Bills."

The right to accept or reject any or all the Tenders is reserved.

AUG. S. MURRAY,

Lieut.-Colonel,

Chief Paymaster.

Treasury Chest Office,

Queen's Road, Hongkong,

15th May, 1884. [956

NOTICE.

THE BRANCHES of the COMPTOIR D'ESCOMPTE DE PARIS in China and Japan have received instructions to PAY all Letters of Credit issued by the UNION BANK OF LONDON on THE ORIENTAL BANK CORPORATION.

Any person wishing to receive money under such Credits can apply to the Offices of the COMPTOIR D'ESCOMPTE DE PARIS.

E. G. VOUILLEMONT,

Manager.

Shanghai, 6th May, 1884. [959

NOTICE.

THE Undersigned will OPEN an ICE DEPOT in HONAM, CANTON, on the 15th instant, and requests the support of the Community thereto.

P. C. PATELL.

Hongkong, 13th May, 1884. [946

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE BANKRUPT ESTATE OF VOGEL & Co.

NOTICE is hereby given that a MEETING of the CREDITORS of the above Estate will be held at the Office of the Registrar, Supreme Court House, on THURSDAY, the 21st day of August, 1884, at Noon, for the purpose of receiving and passing the accounts of the Official Assignee, and of declaring a Dividend.

Dated this 10th day of May, 1884.

EDW. J. ACKROYD,

942] Registrar.

WANTED—A SITUATION, by a YOUNG MAN as CLERK, or TELEGRAPH OPERATOR, having a thorough knowledge of colloquial Chinese and Malay, and good references.

Apply to

J. G.,

Care of "Daily Press."

Hongkong, 9th May, 1884. [929

NOTICE OF REMOVAL.

THE Undersigned has REMOVED to the rear of his former place of business. Entrance from Messrs. Turner & Co.'s Lane.

WILLIAM DOLAN.

Hongkong, 9th May, 1884. [928

NOTICE OF REMOVAL.

ON and after the First June Next, the STORE of the Undersigned will be REMOVED to the Premises lately in the occupation of Messrs. Eça da Silva & Co., No. 48, Queen's Road.

H. FOURNIER & Co.,

Storekeepers and Wine Merchants.

Hongkong, 1st May, 1884. [866

NOTICE.

SIGNOR ALCHIDAY SCALPHE, from MILAN, offers to the Ladies and Gentlemen of Hongkong his SERVICES as PIANO TUNER, and solicits their liberal patronage.

Address to the TEMPERANCE HALL.

Hongkong, 6th May, 1884. [906

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that in accordance with Resolution No. 2 passed at the Extraordinary General Meeting of Shareholders held at the City Hall on the 30th December, 1882, all SHARES not taken up and the 1st, 2nd, 3rd, and 4th CALLS PAID on or before the 30th June next, will be disposed of by the Directors in such manner as in their discretion they shall think best in the interests of the Corporation.

By Order of the Court of Directors,

T. JACKSON,

Chief Manager.

Hongkong, 25th April, 1884. [838

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO CONTRIBUTORS.

AN INTERIM BONUS of 15 per cent. upon contributions for the year 1883, has this day been declared.

WARRANTS may be had on application at the above Office on and after the 10th proximo.

JARDINE, MATHESON & Co.,

General Agents.

Hongkong, 29th April, 1884. [856

ON SALE.

THE
CHRONICLE & DIRECTORY
FOR 1884.
With which is incorporated
THE CHINA DIRECTORY.

(TWENTY-SECOND ANNUAL ISSUE),
ROYAL OCTAVO, pp. 1,080..........$5.00.
SMALL EDITION, pp. 684..........$3.00.

THE CHRONICLE AND DIRECTORY has been thoroughly revised and brought up to date, and is again much increased in size.

It contains DESCRIPTIVE and STATISTICAL ACCOUNTS of, and DIRECTORIES for

HONGKONG—	JAPAN—
Do. Ladies' Directory	Nagasaki.
Do. Military Forces.	Kobe (Hiogo).
Do. Chinese Hongs.	Osaka.
MACAO.	Tokio.
CHINA—	Yokohama.
Pakhoi.	Niigata.
Haihow.	Hakodate
Whampoa.	THE PHILIPPINES—
Canton.	Manila.
Swatow.	Cebu.
Amoy.	Iloilo.
Takao.	BORNEO—
Taiwanfoo.	Sarawak.
Tamsui.	Labuan.
Keelung.	British North Borneo.
Foochow.	COCHIN CHINA—
Wênchow.	Saigon.
Ningpo.	Cambodia.
Shanghai.	ANNAM—
Chinkiang.	Hué.
Wuhu.	Turon.
Kiukiang.	Quinhon.
Hankow.	TONQUIN—
Ichang.	Haiphong.
Chungking.	Hanoi.
Chefoo.	SIAM—
Taku.	Bangkok.
Tientsin.	STRAITS SETTLEMENTS,
Peking.	Singapore.
Newchwang.	Malacca.
COREA—	Penang.
Seoul.	MALAY STATES—
Jenchuan.	Johore.
Fusan.	Sungei Ujong.
Yuensan.	Selangor.
VLADIVOSTOCK.	Perak.
NAVAL SQUADRONS—	
British.	United States.
French.	German
SHIPPING—Officers of the Coasting Steamers of	
P. & O. S. N. Co.	China & Manila Co.
Messag. Maritimes.	Siemssen & Co.
M. B. M. S. S. Co.	H. C. & M. S. B. Co.
Indo-China S. N. Co.	Scottish Oriental
Douglas S. S. Co.	Miscellaneous Coast
China Merchants'	Steamers.

The LIST OF RESIDENTS now contains the names of
ELEVEN THOUSAND, TWO HUNDRED, AND SEVENTY THREE FOREIGNERS
arranged under one Alphabet in the strictest order; the initials as well as the surnames being alphabetical.

The MAPS and PLANS have again been increased in number. They now consist of
FLAGS OF MERCANTILE HOUSES IN CHINA.
CODE OF SIGNALS IN USE AT VICTORIA PEAK.
NEW MAP OF THE FAR EAST.
MAP OF THE ISLAND OF HONGKONG.
PLAN OF THE CITY OF VICTORIA.
PLAN OF THE CITY OF CANTON.
PLAN OF FOREIGN CONCESSIONS, SHANGHAI.
PLAN OF YOKOHAMA.
PLAN OF MANILA.
PLAN OF SAIGON.
MAP OF TOWN AND ENVIRONS OF SINGAPORE.

Among the other contents of the book are—
An Anglo-Chinese Calendar, Meantime of Sunrise and Sunset, Eclipses, Festivals, &c., &c.
A full Chronology of remarkable events since the advent of foreigners to China and Japan.
A description of the Festivals, Fasts, &c., observed by Chinese, Mahomedans, Parsees, Jews, &c., with the days on which they fall.
Comparative Tables of Money, Weights, Measures, &c.
The Hongkong Postal Guide for 1884.
Arrivals and Departures of Mails at and from London and Hongkong.
Scales of Commissions and Charges adopted by the Chambers of Commerce of Hongkong, Shanghai and elsewhere.
Hongkong Chair, Jinricksha, and Boat Hire.

The APPENDIX consists of
FOUR HUNDRED PAGES
of closely printed matter, to which reference is constantly required by residents and those having commercial or political relations with China, Japan, or any of the Countries embraced within the scope of the CHRONICLE and DIRECTORY.
The Contents of the Appendix are too many to enumerate in an Advertisement, but include—
TREATIES WITH CHINA—
Great Britain, Nanking, 1842—
Tientsin, 1858—
and all others not abrogated
France, Tientsin, 1851
Convention, 1860
United States, Tientsin, 1858
Additional, 1869
Peking, 1880
German, Tientsin, 1861
Peking, 1880
Russia, various
Japan
Spain
Brazil
Peru
TREATIES WITH JAPAN—
Great Britain
United States
Netherlands
Corea
TREATIES WITH COREA
TREATIES WITH SIAM
TREATIES WITH ANNAM
TREATY WITH CAMBODIA
CUSTOMS TARIFFS
Chinese
Japanese
Siamese
LEGAL
Orders in Council for Government of H.B.M. Subjects in China and Japan, 1865, 1877, 1878, 1881
Rules of H.B.M. Supreme and other Courts in China and Japan
Code of Civil Procedure, Hongkong
Admiralty Rules
Foreign Jurisdiction Act
Act of United States Congress Relating to Treaties
Regulations for the Consular Courts of United States in China
Rules of Court of Consuls at Shanghai
Chinese Passenger Act
TRADE REGULATIONS—
China
Japan
Siam
Customs Seizure, China
Customs and Harbour Regulations for the different ports of China, Philippines, Siam, &c.
Pilotage Regulations
HONGKONG
Charter of the Colony
Rules of Legislative Council
&c., &c., &c.
The Treaties between United States and Corea, France and Annam, and several other items have not appeared in previous issues.

Orders may be sent to *Daily Press* Office, where it is published, or to the following Agents:—

MACAO	Messrs. A. A. de Mello & Co.
SWATOW	Messrs. Quelch & Co.
AMOY	Messrs. Wilson, Nicholls & Co.
FORMOSA	Messrs. Wilson, Nicholls & Co.
FOOCHOW	Messrs. Hedge & Co.
NINGPO	Messrs. Kelly & Walsh, S'ghai.
SHANGHAI	Messrs. Hall & Holtz.
SHANGHAI	Messrs. Kelly & Walsh.
NORTHERN & RIVER Ports	Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
NAGASAKI	Messrs. The C. & J. Trading Co.
HIOGO, OSAKA	Messrs. The C. & J. Trading Co.
YOKOHAMA	Messrs. Kelly & Co.
MANILA	Messrs. Diaz Puertas & Co.
SAIGON	Messrs. Crattier & Co.
BANGKOK	Messrs. A. Bjurling & Co.
SINGAPORE	Messrs. Sayle & Co.
PENANG	Messrs. Maynard & Co.
COLOMBO	Messrs. A. M. & J. Ferguson.
LONDON	Mr. F. Algar, Clement's Lane.
LONDON	Messrs. Geo. Street & Co.
LONDON	Messrs. Bates, Hendy & Co.
SAN FRAN'CO	Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK	Messrs. S. M. Pettingill & Co., 37, Park Row.

Daily Press Office, 26th January, 1884.

NOTICE.

A. S. WATSON AND CO.
FAMILY AND DISPENSING
CHEMISTS,
By Appointment to His Excellency the GOVERNOR and His Royal Highness the
DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
ÆRATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or
HONGKONG DISPENSARY. [23

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, MAY 16TH, 1884.

THE French colonists at Saigon are, it would seem, judging from an article in the *Saigonnais*, greatly disappointed to find that Tonquin is not to be governed from that port as a dependency of French Cochin-China. The kingdom of Tonquin, or the delta of that country—the portion at present in the occupation of the French—has been placed under the administration of General MILLOT, the Commander-in-chief of the army of occupation. The French Government have, wisely—at a late hour, indeed, after trial of a civil Governor—decided that military rule is the only system of administration possible while the country is in a state of anarchy, with pirates and other lawless individuals working their sweet wills in every part where the immediate absence of French troops renders it possible. When the country has been thoroughly subjugated and pacified it will be time enough then to think of the expedience of establishing a civil administration. At present the best form of government is martial law. When, however, Tonquin is sufficiently tranquillised for a civil government, it would hardly be judicious to place it under the Governor of Cochin-China. Tonquin is too remote from Saigon, and not within sufficiently easy access, to admit of its being efficiently governed as a dependency of Cochin-China. Annam, too, a semi-independent kingdom, intervenes between the two, and constitutes a real barrier between them. As well might Great Britain, in the extremely unlikely event of her acquiring Formosa, attempt to govern that great island from Hongkong, merely because the latter was the oldest colony. If the French decide to retain Tonquin and convert it into a French colony, we venture to assert that it will prove a far more important acquisition than the provinces now called French Cochin-China. The climate of Tonquin is superior, the soil is better, and the country is richer in minerals than French Cochin-China. No positive statement has as yet been made with reference to the intentions of the French Government toward Tonquin. That country formed—we may say forms—a portion of the dominions of the King of ANNAM, and we are unable to say whether it is more likely that the French Government will rule it as a dependency of their tributary or as a conquered province and colony of France. The French evidently mean to treat Annam as a protected country, and have, it is said, relinquished the province of Binh-thuan ceded to them by the Treaty of Hué, possibly as some set-off for the loss of Tonquin, which they intend to keep. Whether annexed or protected, however, Tonquin can be better ruled separately from French Cochin-China. None the less it is not difficult to see that the French at Saigon are far from satisfied; they would like to see that city the capital of a new empire in the East, French Indo-China. This has indeed long been the ambition of many enlightened and enterprising Frenchmen, and it must be confessed that the germ of such an Empire existed even before the occupation of Tonquin, in the six provinces constituting French Cochin-China and the protected kingdoms of Cambodia and Annam. But of all the countries of Cochin-China Tonquin is the most important, and more than twenty years ago earnest attention had been directed towards it. In the concluding chapter of his account of the expedition which was despatched from Saigon in 1865 to explore the river Meikong—under the leadership of the gallant but ill-fated explorer M. DE LAGRÉE—of which he was a member, the gifted young LOUIS DE CARNÉ, when anticipating the future of France in Indo-China, said:—"It is absolutely necessary that she should exercise a paramount influence at Tonquin, which is for her the key of China, and that, without hurrying by any impatience the course of events, she should show her flag to the people whose protectorate may some day fall into her hands." The writer did not live to see the event, but the protectorate of Tonquin has fallen into the hands of France. Will France be content with the mere protectorate? Why should she perpetuate Annamite ascendency in a country where it is not welcome? If the Tonquinese are to be subject to anyone, why not to France alone? This is what it will come to; why not acknowledge it at once? It may happen in that case that Hanoi and not Saigon will become the seat of government of the French possessions in Asia.

The French gunboat *Lutin*, Captain Debar, left here yesterday for a cruise.

H.E. the Governor will hold an inspection of the police force at the Central Station to-morrow.

Bishop Burdon arrived from Hoihow yesterday by the steamer *Pingon*. His Lordship, we hear, will shortly visit Foochow.

The Agents (Messrs. Melchers & Co.) have received telegraphic information that the Austro-Hungarian Lloyd's steamer *Orion*, from Trieste, left Singapore on Wednesday morning for this port.

The British despatch vessel *Vigilant*, Captain T. E. Maxwell, having on board His Excellency Vice-Admiral Sir William M. Dowell, K.C.B., arrived at Amoy on the 6th inst. and left again on the 8th for Swatow. H. M.'s surveying ship *Flying Fish*, Captain J. F. P. Maclear, left Amoy on the 9th for Japan and Korea, and H. M.'s ironclad frigate *Audacious*, Captain Pearson, left Amoy on the 9th inst. for a cruise.

The steamer *Douglas* returned from Amoy yesterday without having completed her voyage to Foochow, and we learn that the mishap to her machinery occurred between Swatow and Amoy. The giving way of a bolt caused the fracture of the high pressure piston. She went on to Amoy, where she discharged the whole of her cargo, and then returned to Hongkong, steaming with her low pressure cylinder. She went over to dock at once, and it is expected she will soon be at work again in about a fortnight's time.

Saturday, the 24th May, being the Queen's Birthday, the troops in garrison will parade on the Military Parade Ground at 5.30 p.m. They will be drawn up in line, the Royal Artillery on the right, the Buffs in the centre, and the Volunteers on the left. The China Gun Lascars will keep the ground. The usual royal salute of 21 guns will be fired by the Volunteer Artillery on parade. The Buffs will then fire a *feu de joie*, after which they will troop the colours. At the conclusion of that interesting ceremony the whole of the troops will march past His Excellency the Governor.

Judging from an article in *Le Saigonnais* there is considerable feeling at Saigon as to the future administration of Tonquin. The residents of Saigon have throughout contended that Tonquin should be made a dependency of the existing colony of French Cochin-China. According to the *Saigonnais*, however, M. Rheinart, the new Consul at Hué, is to be placed under the orders of General Millot, who has received orders to hold Tonquin in military occupation, the administration to be entirely independent of that of Cochin-China. Still more deplorable, it has been decided, according to our contemporary, to restrict the French occupation to the delta, leaving to the pirates a free field for their operations in the country between Bacninh and Langson. All this gives the *Saigonnais* food for a most doleful jeremiad.

We hear from a reliable source that Admiral Lespes was the French negotiator in connection with the convention signed the other day for the settlement of the Franco-Chinese difficulty. The Chinese negotiator was of course Li Hung-chang, and there is good reason to believe Mr. Detring, of the Imperial Maritime Customs, who left Canton some time ago, was His Excellency's assistant. Our authority says the Chinese refused to listen to any proposal of an indemnity, and that the absence of both the British and American Ministers since the arrival of the French Admiral on the scene makes it evident that His Excellency Li stood his ground unsupported by any outside aid. The surmise that France wished to hold herself free for any complication in Egypt is put forward as the most obvious reason why she did not insist on an indemnity.

On Wednesday the Hongkong and Whampoa Dock Company launched a fine steam-yacht, which has been built to the order of Mr. C. P. Chater, and is to be named the *Belle*. Her dimensions are:—Length between the perpendiculars 71 feet 6 inches, 13 feet beam, and 7 ft. 6 in. depth, moulded. She is strongly built, being of composite construction—iron frames and teak planking. Compound surface condensing engines will supply the propelling power, and as these have been planned it is estimated that the yacht will be able to do over eleven knots per hour under ordinary steam. Her saloon has been arranged so as to render it as large and luxurious as possible, and when she is completed, everything that taste and skill can furnish in this colony will be supplied her, and she will, no doubt, be a most beautiful craft.

LATEST TELEGRAMS.

LONDON, 14th May.

THE GOVERNMENT AND SIR M. HICKS-BEACH'S RESOLUTION.

At the conclusion of the debate in the House of Commons on Sir Michael Hicks-Beach's resolution, the House negatived the motion, the majority in favour of the Government being 303 against 275.

The Irish members voted with the minority.

HONGKONG LEGISLATIVE COUNCIL

A meeting of the Legislative Council was held yesterday afternoon, when there were present:—

His Excellency the GOVERNOR, SIR GEORGE FERGUSSON BOWEN, G.C.M.G.
Hon. J. RUSSELL, Acting Chief Justice.
Hon. F. STEWART, Acting Colonial Secretary.
Hon. E. L. O'MALLEY, Attorney-General.
Hon. A. LISTER, Colonial Treasurer.
Hon. J. M. PRICE, Surveyor-General.
Hon. H. G. THOMSETT, Harbour Master.
Hon. P. RYRIE.
Hon. W. KESWICK.
Hon. T. JACKSON.
Hon. F. D. SASSOON.
Hon. WONG SHING.

MINUTES.

The minutes of the previous meeting were read and confirmed.

FINANCE.

A number of votes for small sums approved by the Finance Committee were passed.

PIERS AND WHARVES.

Hon. W. KESWICK moved the first reading of a Bill entitled "An Ordinance to authorise the Honourable Francis Bulkeley Johnson to construct piers and wharves in the harbour of Victoria, and to confer upon the said Francis Bulkeley Johnson certain other powers and privileges." He said—As your Excellency and the members of this Council are aware, this Bill is almost identically the same as one passed by this Council not very long ago. That Bill, however, was not in all its provisions approved of by the Secretary of State, and it has been thought it would be better to proceed by way of a new Ordinance than to amend it by an amending enactment. The advantages that will be conferred upon the colony and the public generally by this Bill will, I believe, be accepted as great by all who are acquainted with the vast shipping of this harbour. In almost every other port in the East there are superior facilities for shipping to those that are enjoyed here. Singapore, Saigon, Swatow, and Shanghai have facilities for the discharge of cargo and the rapid dispatch of steamers, now so important a matter, and have in many respects means of transacting business, which this colony does not possess. It is true the facilities we have had here by better than usual cargo boat arrangements have rendered the want of wharves less seriously felt in the past, but now when time is so important a consideration in steamer traffic it has become desirable every facility a harbour and port like this can afford to shipping should be granted to it. The enterprise for which this Bill is desired is only of a private character in so far as its cost is concerned; the use of it will be open to the public. Section 8 of the Ordinance provides:—"All vessels belonging to, or engaged in the service of Her Majesty's Government shall have priority of use of the wharves and piers at the ordinary current rates for mercantile vessels, without prejudice to the rights of other vessels actually using the wharves or piers, and all other vessels shall have the right of using the wharves and piers at the current rates in order of priority of application subject nevertheless to any rules and regulations which may be made under the provisions of section 9 of this Ordinance." It is designed that this section should give to the public in return for any concession, if there be a concession in the construction of the wharves, every possible facility for obtaining equal rights over the wharves, so far as their use is concerned, as the promoters of them. The alterations I have alluded to in the original Bill, and that are made, I hope, in this amended Ordinance, are of no great importance, and I think are of a character that can be better treated in committee. With these remarks, your Excellency, I beg to move the first reading of this Bill.

The SURVEYOR-GENERAL seconded.
Carried.

Hon. W. KESWICK moved the first reading of Bill entitled "An Ordinance to authorise Catchick Paul Chater, Esq., to construct piers and wharves in the Harbour of Victoria, and to confer upon the said Catchick Paul Chater certain other powers and privileges." He said the remarks he had made on the previous Bill were applicable also to this.

The SURVEYOR-GENERAL seconded.
Carried.

The COLONIAL SECRETARY—I have to lay on the table by order of the Governor a report by the Harbour Master on these two Bills, and I now move that it be read.

Hon. W. KESWICK seconded.
Carried.

The report was then read, and was altogether in favour of the bills. It pointed out the clumsiness of the present arrangement for the loading and unloading of ships by means of cargo-boats, and the far greater facility which will be afforded for these purposes by the provision of piers. Saving of time was a matter of great importance in the present condition of steamer traffic, and much time would be saved by the use of piers and railway trucks instead of cargo-boats, besides which the depredations of cargo boatmen upon the merchandise would be avoided. So far from the piers forming an obstruction in the harbour they would, in his opinion, facilitate business, and he was further of opinion that no private rights would be affected. It might be urged against this measure that a pier and godown company which was formed some time ago for a purpose of a similar nature to that proposed by these Bills, had proved a failure, but that failure was due to a mistake in the choice of site, which was made at Wanchai. In a very short time after the construction of the pier, the harbour became silted up at that point to such an extent that it was impossible for large vessels to go alongside. Besides this reason there was the fact that most of the Chinese merchants had their establishments to the west of the City Hall, and consequently it was considered too cumbrous a proceeding to land their merchandise at Wanchai, such a distance away, and then convey them to their godowns. In his opinion, however, the main cause of the company's failure was the silting up of the harbour in the vicinity of the pier, and the promoters of these Bills would have to bear that danger in mind in constructing their piers.—[The reporters were for some reason not allowed to take a copy of the report.]

SALE OF THE ROMAN CATHOLIC CATHEDRAL.

Hon. P. RYRIE moved the second reading of a Bill to enable the Sacred Congregation for the Propagation of the Faith to mortgage and sell certain property in Hongkong.

Hon. F. D. SASSOON seconded.
Carried.

The Bill was then referred to the Law Committee.

THE SHERIFF'S DUTIES.

The ATTORNEY-GENERAL—I have to ask leave to introduce a Bill entitled "An Ordinance to make provision for the performance of certain duties formerly attaching to the office of Sheriff." The office of sheriff was abolished by certain Ordinances last year, and there is some doubt as to whether there is sufficient provision as the law now stands for the performance of one or two duties which attached to that office.

The COLONIAL SECRETARY seconded.
Carried.

ADJOURNMENT.

The Council adjourned until Thursday next at four o'clock.

POLICE COURT.

May 15th.

BEFORE MR. A. G. WISE.

LARCENY FROM THE PERSON.

Chan Yat, bricklayer, was charged with stealing 24 cents from a girl named Su Yau Kam on the 15th instant.

The girl was walking in Queen's-road Central with 50 copper cents in her hand, when the prisoner grabbed her hand and tried to get the money. She held tight on to her money, however, and the man only succeeded in getting a part. He got off with 24 cents, and ran away; he was stopped by a district watchman while running away from the girl.

The defendant said the girl dropped the money and he picked it up.

Sentenced to three months' hard labour.

STREET-GAMBLING.

Kwok Shing, hawker, was found guilty of gambling near the Harbour Office yesterday morning. He had been convicted of a similar offence previously, and he was sentenced to three months' hard labour.

REMANDED CASE OF ASSAULT.

John Green, assistant foreman at the Gas Works, appeared, on remand, to a charge of having assaulted one Su Acho, on the 12th inst.

It will be remembered that the complainant alleged the defendant gave him two blows on the eye in Square-street without any provocation, while the defendant alleged that he was first assaulted, and gave the man a black eye in self defence. Yesterday a Chinaman was called as a witness by the defendant; and he said he believed defendant actually hurt complainant, and the coolies called "ta," &c., afterwards. He said the affair happened in East-street, whilst the defendant located it in Taipingshan-street.

The defendant was fined $5, and mulcted a further $2 as compensation to the complainant for his damaged visual organ.

CHARGE OF BURGLARY.

Chun Afuk, boarding-house keeper, and Ng Asam, coolie, were charged with having entered the house of Kat Hing Cheung, No. 72, Praya West, on the night of the 14th or morning of the 15th inst., and stealing clothing to the value of $30.

The evidence was to the effect the people of the house had retired to rest when someone was aroused by a noise of someone in the house, and an alarm was given at once. All the occupants were aroused, and a trapdoor, leading from a cockloft on the second floor to the roof, was found to be open. The first prisoner was then seen running off along the roof with a bundle of clothes under his arm, and chase was given, when the man dropped the plunder. Meanwhile a lokang had been attracted by the uproar, and he got upon the roof some distance off, and met the two defendants running towards him, and the two then ran into different houses. The first was arrested by the lokang, and the second was arrested running down the stairs of a house by P.S. McDougall, who had also been attracted by the uproar. On the roof was found the boxes which had contained the clothing and a centre bit was found in the house the first prisoner entered; the latter also threw away a knife on being arrested. The trapdoor had been fastened before the inmates of the house retired to rest, but it did not fit tightly, and the bolt was no doubt pushed back by the insertion of a hand.

The prisoners were committed to take their trial at the Supreme Court.

BEFORE MR. E. MACKEAN.

ALLEGED ASSAULT AND ROBBERY.

Wong Asing, seaman, was charged with having been concerned with others in assaulting Chan Achi, steward of the steamer *Danube*, and robbing him of $32 and a watch and chain.

The complainant stated that he came ashore to find a friend, and he called for his friend outside his house on the Praya. He had called out several times when the defendant and four or five others suddenly rushed upon him. The defendant seized him by the queue, and dragged him to the ground, and they all beat him and emptied his purse of its contents, after which they ran away. He went and complained to the police, who went to the house from which the defendant and others issued when they attacked him, and a woman there pointed out the defendant as one of those concerned in the affair, and he was arrested. The woman's story, however, was to the effect that the defendant and his friends called at her house to see her husband, and directly after they left she heard a noise in the street, and found the complainant fighting with them.

The defendant alleged that the complainant had cast covetous eyes upon his wife, and a few days previously he came to his (defendant's) house, and endeavoured to induce her to take her child and go away with him. On the day in question he came to the house again upon the same nefarious errand, and kicked up a bobbery at him and was very defiant. This was rather more than defendant could stand, and he went out and had a fight with this Lothario, who came off second best. This was all that occurred, and it was only to get revenge for his thrashing that the complainant had trumped up this charge of robbery.

A witness was called who corroborated this version of the story. He said that before the fight the defendant accused the complainant of always coming round there to court his wife.

The case was dismissed.

THE CASE OF THRASHING AN INFORMER.

The seven Chinese, who were charged with committing a severe assault upon an informer, were brought before the court, on remand.

The first defendant, who was alleged to have been the ringleader of the attack, and to have given the first blow with a fighting iron, called his master to prove an *alibi*. That worthy at first denied that he saw the defendant at all that day, and then stated that he saw him at work in his shop during the whole time this affair was said to have taken place.

P.S. Butlin, however, showed that this statement was untrue. He said that hearing people were collecting again after this assault, and that there was likely to be a fight, he reported to the inspector on duty, and was sent to the spot. On arrival there he saw a number of men collected, and amongst them was the defendant, who ran off as he approached.

The first defendant was further remanded, but the other six were ordered to find security, or give a deposit for their good behaviour for six months, and in default they were sent to prison.

SWATOW.

7th May, 1884.

These last few days quite a stir has been created by the marching of troops around sweet Swatow. They were called up within a week dressed, drilled, and armed. Some of the muskets I saw are more likely to shoot the holder than the enemy. A few of the men are in the prime of life others are mere boys and old men, and their orders are, when the French come, to go outside the town to muster and meet the foe. Every house has to furnish one or more, and one lad said that he did not know how to use the musket—an old Potsdam he showed me—and there are many more like him. Many gun carriages are being made here but won't stand much firing as some of the wood is honeycombed and the belts are loosely fitted.

The steamer *Agamemnon* left on the 6th for Singapore via Hongkong with 869 passengers, and the steamer *Phra Chula Chom Klao* left next day for Bangkok with 237 passengers.—*Amoy Gazette* Correspondent.

FOOCHOW.

It is pleasing to learn that the natives' staple diet, which suddenly rose in price last month from about $2.80 to 3.20 per picul, is again procurable for the former amount, and thus the prognosticated distress amongst the poorer classes averted. The recent heavy rains, unusual at the present season, have proved beneficial by the flooding of the paddy fields, and so saving manual labour; whilst also more effectually preparing the ground for the purpose of transplanting the young crops.

News reaches us from the city that conclusive evidence having been adduced concerning the identity of one of the three culprits charged with the murder of the captain of the lorcha *Mandarin*, which occurred some years ago, he was executed in the City on the 4th inst. There appears to be considerable doubt about the guilt of the remaining two prisoners, who although being subjected to fearful torture, are most obdurate, and interrogation appears useless for the purpose of extracting confessions of their guilt.

We learn that during the thunderstorm which passed over Foochow on the 3rd inst. a Chinawoman, aged fifty years, who was returning home from market through the village of Ti Kio Tao was struck by the lightning. Owing to the superstition of the Chinese, the corpse was allowed to remain exposed to the rays of the sun for several days, and was in a fearful state of putrefaction before the relatives of the deceased were made acquainted with the fatality, and had the body removed.

The Foochow Sailors' Rest, so philanthropically inaugurated by the community, has now been sufficiently long in existence as to prove its success or otherwise; and we are pleased to observe that under the able management of its Honorary Secretary (Mr. C. King) the institution may be said to have got into thoroughly working order, and is certainly a great boon to naval seamen visiting the port, who appear to appreciate its comforts, and to conduct themselves in an orderly manner.

For some weeks past it has been rumoured amongst the Chinese that Amoy had been selected by the French for their first attack, and hence considerable excitement, we hear, has prevailed amongst the natives of that port. The authorities of Foochow appear now to be under the impression that the *venue* is to be changed, and that this city will be the first bombarded. Fearing this, 20,000 Cantonese soldiers have been sent for, and are shortly expected to arrive in Foochow with a view to protecting the city.

A few months ago we had occasion to record a sad catastrophe which occurred in a Chinese theatre at Si Chu Low, when during a performance, the alarm of fire was given, and in the only exit, no less than fifteen natives were literally crushed to death. After due investigation into the cause of the calamity, the authorities prohibited the erection of a proposed new theatre upon the same site, until the plans of such building had been submitted and received the sanction of the local Government. We now observe that a more elaborate building has been erected, and that free egress can be quickly obtained in case of panic.

The Imperial Chinese Telegraphs appear to be working very badly, incorrectly, and slowly, it taking from thirteen to seventeen hours to get a message from Shanghai to this port, and *vice versâ*. We suppose, like all other undertakings controlled by Chinese alone, even the Imperial Chinese Telegraphs will sink into apathy and ruin. We have so many illustrations before us of failure in previous undertakings, where the Chinese have the absolute management, that we feel confident that even the telegraphs in China, so energetically begun, will have the common end of all enterprise and progress in China, while directed by themselves.

We learn of a serious faction fight having occurred on the 2nd inst., at a place called Tu'en Louk Cant Chin, situate a short distance from Pagoda Anchorage. The *casus belli* appears to have arisen through a disputed right to make a watercourse for the irrigation of some land. Although the belligerents mustered about five hundred strong on either side, and the affray lasted for two days, only four natives were killed, and a few seriously injured. The services of three hundred native soldiers being brought into requisition, order has since been restored, and the relatives of those deceased having put in a claim for consequential damages, the question is under the consideration of the Foochow native authorities.

We regret to again observe that the Chinese are commencing to act in contravention to the proclamation issued last year with regard to burials within the foreign settlement; in fact a worse case than the burial nuisance has come to our notice, as a coffin has been placed on trestles, and with the slightest covering, upon one side of the road leading down to the Recreation Ground. Although the coffins of Chinese adults are sufficiently hermetically sealed as not to emit effluvia, still their exposure is an eyesore to the community; moreover, having once obtained a prohibitory injunction from the Chinese authorities, it is advisable to see the same carried out in its entirety in order that the Chinese may not be inclined to commit further trespasses with impunity.

The 2nd inst. was a day set apart for religious observance by the natives, and the most devout Chinese resorted with their priests from the city to Kushan, where after the ordinary and tedious iterative service had been gone through, a sacred feast was held. The dietary at this annual festival is strictly vegetarian, neither the goat or the favourite *porcus* appearing at the board. This semi-fast lasts for seven days, at the expiration of which period the priests will attend the Monastery, when after ordaining about two hundred aspirants to priesthood—which ordination is accomplished by the branding of the head in from three to eight places, according to the amount paid for the painful operation, and the ulterior position to be held—the gods are propitiated for the grant of the natives' general requirements during the ensuing year.

We are informed that sacrilegious depredations are again prevalent at the Cemetery at Pagoda Anchorage. It will be within the recollection of our readers that at about the same season last year the chains round many of the graves were deliberately cut and carried away, and the Chapel burglariously entered. Upon that occasion three of the felons were arrested, when after one day's incarceration they were released from custody. The result of such lenient punishment was the commission, almost immediately afterwards, of a house burglary, when a foreigner lost upwards of $700. Last week two juvenile offenders, aged respectively 13 and 14 years, were arrested for committing petty larcenies from the former premises, and the only punishment meted out was, the infliction of the small penalty of $1, which amount was immediately paid by the parents, who had probably realized more than that amount by the sale of the stolen property. Such lenient sentences are certainly an encouragement for the perpetration of crime, and the foreign authorities ought to see that adequate punishment for such offences is awarded by the mandarins, who appear loth to inflict proper sentence in cases where the property of foreigners is either stolen or destroyed.—*Herald.*

SAILING VESSELS ON THE CHINA COAST.

The *Shanghai Mercury* says:—The trade carried by sailing vessels on this coast has diminished of late at the same rate as the number of the so-called "deep-water" ships have been steadily on the decrease. Some twenty years ago the Hwangpoo was crowded with finely modelled large ships, which for want of room had to be moored in tiers of three and four deep; at that time the number of smaller vessels, trading on this coast, was also very considerable. Steamers of various sizes and types have since supplanted sailing power; a "deep water" ship in our port may be termed an extinct type of naval architecture, and coasting vessels, propelled by wind, are few in number; and those left are generally of such description as to deserve readily to be termed "lame ducks." A fine specimen of a coasting vessel can hardly be seen at the present day; competition between steam and sail having brought the freights so low that good ships can earn more by trading at home than in the Far East; they all went home and thus the obsolete only remained on this coast. There are no shipbuilding yards to speak off on this coast, new vessels fit for the coasting trade hardly ever arrive, and so the trade has to be carried on with the old stock. To an expert in nautical matters these craft are an object of no small interest. He will recognise in them models from the shipbuilding yards of almost every country of the globe, and all those peculiarities which characterize the workmanship of various nationalities may be recognised in "windjammers" trading on the coast of China and Japan; the greater part of them being of a patriarchal age. A year or two ago there were three well-known coasting vessels in harbour, their combined age amounted to not less than 145 years. What seems strange is that marine accidents do not occur oftener amongst this class of craft. True, once and a while we hear of an "old acquaintance" going down to Davy Jones's locker; but their number is comparatively small. The history of some of the traders sailing on this coast would undoubtedly form an interesting chapter as to the fate which befalls a naval structure. There are coasters out here that have been repeatedly wrecked, and some have even been declared a "total wreck" in a Marine Court of enquiry, but through the enterprise of some person they have been floated from their various dangerous positions and towed into harbour, patched up and rigged, and made again sea-going vessels. As a sample we will take the British barque *Flodden*, wrecked in the river a short time ago; after being looted by pirates, and stripped of all her copper, she was in fact left a bare wooden shell; yet she was brought to Shanghai, and before many weeks are passed she will once more appear in the busy scene of life as a sea-going vessel. Another instance is the old *Benjamin Aymar*, which weathered Cape Horn more than forty years ago; she was wrecked on the Japan coast not long ago, got off the rocks, and sails now as a collier under Japanese colours, though her present owners are obliged to keep a double crew on board in order to keep her afloat. A number of coasting "windjammers" are manufactured out of old unseaworthy steamships. The Japanese especially seem to be very skilful in turning them into sailing-ships; there being a great number of large sailing vessels belonging to the Mitsu Bishi Company that were formerly P. & O. steamers. We may mention here the American steamer *Shansee*, well known to old Shanghai residents as being one of the first steamers that came to this port. She was lately sold to a firm, who converted her into a sailing ship in Nagasaki; she sailed for a year or so on the coast, but was generally unfortunate enough to come into harbour in a dismasted state, as she had been rigged and sparred in a most trumpery manner. Since her owners wished to keep her clear of typhoons, they endeavoured to send her "across" to Puget Sound; but on her outward passage the worm-eaten tub made so much water that the crew refused to pump any more. The Captain consequently had to put into San Francisco where the vessel was condemned and broken up. The greater number of these "lame ducks" after lying idle for months in a harbour, are offered for sale or put up for auction, and when sold are turned into lorchas; and their commander afterwards prides himself not a little with sailing a noble shaped craft that as to form certainly outrivals the lorchas of a Celestial type. Some of the very "lamest ducks" are destined to the less honourable though useful calling, of becoming pontoons or hulks. It seems rather strange that there is, so far as we know, not a single sailing vessel trading on this coast which flies the Dragon flag; and from this one would be inclined to conjecture that the earning of coasters must be very small; for if otherwise, the enterprising Celestial would certainly invest some capital in such speculations. By all appearance a few years hence, the trade on this coast will be entirely carried on by steam-power.

ACUPUNCTURE IN CHINA.

The operation of acupuncture practised by Chinese doctors and barber-surgeons has no doubt received attention at the hands of foreign practitioners. An article in the *Shên Pao* of January 5th 1875, stated that "there are thirteen branches in the practice of medicine, of which acupuncture and cauterization form one. Under the hands of a skilful physician in this department," continues the writer, "such diseases as imbecility of mind, fits, cholera, etc., may be successfully dealt with. Of late, however, quackery has been much in vogue, practised by men who have not devoted themselves to a study of the science, but have merely a smattering as regards these practices, and a superficial acquaintance with the properties of drugs." He then proceeds to give a sad example of the danger accruing from amateur surgery, but does not think it worth while to instance any case of successful treatment. That, indeed, would be a work of supererogation, for no branch of prophylactics in China is more implicitly believed in or extensively practised than cauterization and acupuncture. To the efficacy of the former, the principle of which is the simple one of counter-irritation, we can bear the testimony of our personal experience in a case of slight sunstroke; though the operator was a simple Manchu peasant and the instrument a couple of copper cash. There can be no doubt that the pinching and fretting of the skin of the forehead affords certain and speedy relief from headache; and the same treatment is equally worth trying under similar circumstances when other portions of the body are affected. We are not aware, however, of any foreigner having submitted to acupuncture in case of cholera, excepting in one instance, which is said to have occurred very many years ago, and which we only remember reading about. At the same time it is difficult to avoid all notice of the very extraordinary cures attributed to the practice by Chinese of all classes. The acupuncture is first performed in the hollow of the elbow of each arm. If the puncture draws blood, there is no danger; the patient will recover; but if no blood appears the case is regarded as nearly hopeless. Before, however, abandoning the sufferer to death, puncture of the abdomen is often tried. Seizing a handful of flesh, the operator drives his needle right through it, and then draws it backwards and forwards a few times. If the patient manifests any sense of pain, or if any blood is drawn, a poultice of eggs and buckwheat-flour is applied over the puncture and recovery is regarded as almost certain; but if no pain is felt and no blood flows, the case is declared hopeless, and the sufferer is left to die. A very intelligent young native gentleman, who had spent many years in America, taxed a foreigner some time ago with his incredulity on this point. "Europeans," he said, "seem to lose all their wits directly choleraic symptoms show themselves, and begin to dose the patient with drugs which his stomach is quite unable to retain. Our Chinese doctors, on the other hand, simply run a needle into the affected parts, and attack the disease at its root." Shortly afterwards, the speaker was himself seized with symptoms of cholera. His extremities became cold, and cramps set in in a somewhat alarming manner. The barber-surgeon was sent for. He commenced operations by running a needle into the pit of the patient's stomach, when out spurted a jet of very dark blood. He then punctured the calf, the two breasts, and the forehead of the sufferer, freeing a certain quantity of dark blood at each prick; the relief experienced was instantaneous, and in two days complete recovery ensued. An amah in the same family was shortly afterwards attacked, and sank into a state of collapse before medical or surgical aid could be called in. When the barber-surgeon arrived, he administered acupuncture as usual, and the next day the woman was able to rise from bed, quite convalescent. The pain caused by the puncture, we are assured, is infinitesimal,—not severer, to quote the expression used, than the sting of a mosquito. Of course the Chinese are prepared with a theory to explain the treatment we have described. When the blood is in the poisoned condition which induces the choleraic symptoms, it becomes thick, and accumulates in certain portions of the body. A clever surgeon knows exactly how to put his finger on the particular spots, and by skilfully "opening the mouth of the heart," as the operation is called, sets free the poisoned fluid which is causing all the mischief. It is noteworthy that faith in this treatment is not confined to the masses, whose ideas of diseases and their remedies are of the most primitive description. It is shared by men who have been years abroad, and have had plenty of experience of western medical practice. We have said that we remember only one instance—and that one in a book—of a foreigner having submitted to the process. But we know that French missionaries living in the interior do take Chinese medicines when indisposed, and it does not seem by any means unlikely that a man, far away from all foreign medical aid, who might be attacked with cholera, should submit to be treated for it by a Chinese doctor. He would at any rate secure a chance of life, and not a bad chance either, if we are to give any weight at all to the personal testimony of multitudes of Chinese. We are not of course advocating that any foreigner who has a foreign practitioner at hand should experiment upon himself by calling in a Chinese barber-surgeon. The Chinese no doubt overrate the remedial power of acupuncture, even as a counter-irritant. It seems, however, a pretty sure way of ascertaining the condition of the patient. Where blood flows freely, the case is a slight one; where it does not flow at all, the disease has taken strong hold of the system, the heart is almost powerless, and the person is already more than half dead. The subject is however an interesting one, and an expression of opinion by some foreign surgeon who had given any personal attention to it, and watched the operation itself, would be both interesting and instructive.—*N. C. Daily News.*

A NEW SHIPPING SPECULATION.

Mitchell's Maritime Register of the 4th April says:—Our attention has been called to a remarkable shipping speculation which Mr. Chamberlain's brothers have just entered upon. A joint stock company called the "Steamship Trust, Limited," was registered on the 12th ult.,—exactly a week, be it observed, after the introduction of the Merchant Shipping Bill into the House of Commons. It is not very often, we imagine, that steamship companies are formed in Birmingham, and still less frequently when the values of steamers are profoundly depressed. This is not at all the time to invest capital in new enterprises unless it were expected that something would happen to depreciate prices to a point at which ships would become a promising speculation though they might have to be laid up for a year or two. The introduction of the Merchant Shipping Bill has, undoubtedly, done a good deal in this direction, and it was a time when the provisions of the Bill were unknown to the general public that the prospectus of this remarkable Steamship Trust (Limited) was issued from the printing office of the Birmingham Caucus. The business of the company is to "purchase ships (whether steam or sailing vessels), or shares or interests therein, and work, or join with other persons in working, the same, for the purpose of making a profit thereby." The usual powers are taken to deal with the property of the company; but not only may the proceeds of sales be invested in other ships, but also, if thought desirable, "in such other manner as the directors may think fit." The company may carry on the business of marine insurance on British or foreign vessels; it may make, draw, accept, endorse, and negotiate promissory notes, bills of exchange, and other negotiable instruments; and, in short, it may do pretty much what it pleases in any field of human enterprise. But its shares are not to be saleable in the open market, so that capitalists who cannot pass a qualifying examination before Mr. Schnadhorst will have no chance whatever of participating in the good things of the company. It is provided that "no share shall be transferred to a stranger so long as any member is willing to purchase the same at the prescribed price;" and perhaps this precaution is wisely taken, for if outsiders were too readily admitted, they might object to the extraordinary powers conferred on the directors. These fortunate gentlemen are not to exceed five in number, and the first five are named and appointed in the articles of association. The shareholders are to have no voice in the matter, nor can they turn out directors who behave badly, for each of these five autocrats "shall hold office until his death or retirement, or disqualification, or removal, under the provisions of these articles." And they are to be well paid, of course. In addition to their travelling and other expenses, these directors, who have such little faith in the democracy that they are to be independent of their shareholders, are to receive, "by way of remuneration for their services for each year, a sum equal to 10 per cent. of the actual profits of each year." The capital is only 25,000*l*. in shares of 10*l*. each; but as this would hardly be sufficient to build one boat, these irresponsible and irremovable directors are endowed with power to issue an unlimited number of preference shares and debentures to any amount. They will be limited, in fact, only by the credulity of the Birmingham public. From the register of shareholders the following interesting details are taken as to the persons who constitute this most remarkable "trust"—a name which in this instance is singularly appropriate:—Herbert Chamberlain, of Fernbank, Augustus-road, Edgbaston, 100 shares; Walter Chamberlain, of Harborne hall, Harborne, Staffordshire, 100 shares; Samuel De la Grange Williams, of Woodgate, Great Malvern, lime merchant, 100 shares; George James Johnson, of 36, Waterloo-street, Birmingham, solicitor, 50 shares; Balthazar Walter Foster, of 14, Temple row, Birmingham, physician, 50 shares; Edward Harold Carter, of 33, Waterloo-street, Birmingham, chartered accountant, 25 shares; John Pierce Lacy, Meriden-street, Birmingham, manufacturer, 50 shares; Henry Wills, of Pitmaston, Worcester, shoe manufacturer, 100 shares; T. Redfern, of Ampton-road Edgbaston, Birmingham, 100 shares. So that while one brother is doing his utmost in the House of Commons to injure shipowners and to depreciate the value of ships, the other two—while the Bill was in the press—were getting up a shipping company, which, if it succeeds will give them a nice little income for life. Perhaps Mr. Joseph Chamberlain will tell us why Messrs. Herbert and Walter Chamberlain select this particular moment for a scheme which will put money into their pockets out of a trade which their brother is never tired of denouncing; and, why these vast autocratic powers? Is their conduct in their new function of shipowners to be absolutely above all criticism? If so, what will their brother think of them?

A lady correspondent of *The Philadelphia Record* sums up "silk culture for women" by saying that she would rather take in washing.

Women have already obtained some of their rights in the Isthmus of Panama. It is a common custom for them to walk along the streets, smoking long, slender cigars. They also gather in the public markets at early sunrise, and while smoking exchange the news of the day. As there are few newspapers in Panama, this custom appears to meet a public want.

Lord Coleridge is delighting his English friends with stories of his American visit, and among them with this:—He was at Mount Vernon with Mr. Evarts, and, talking about Washington, said:—"I have heard that he was a very strong man physically, and that, standing on the lawn here, he could throw a dollar right across the river to the other bank." Mr. Evarts, paused a moment to measure the breadth of the river with his eye. It seemed rather a "tall" story, but it was not for him to belittle the father of the country in the eyes of a foreigner. "Don't you believe it?" asked Lord Coleridge. "Yes," Mr. Evarts replied, "I think it's very likely to be true. You know a dollar would go farther in those days than it does now."

An interesting figure in Washington society, writes a correspondent, is the deaf-mute wife of Professor Alexander Graham Bell, the telephone inventor. "Professor and Mrs. Bell are frequently seen at large receptions. At such times he never leaves his wife's side, but holds her hand within his own, and she looks up in his face with a child-like confidence as he introduces strangers to her. She, from the motion of his lips, understands the name and repeats it in low, well modulated tones. Mrs. Bell's articulation is not that of a natural voice, but she readily understands all the remarks addressed to her, and makes suitable replies. She has a shy manner, and doubtless feels diffident about using her newly acquired faculty, but gains confidence through the protecting watchfulness of her husband."

COMMERCIAL INTELLIGENCE.

THURSDAY, 15th May.

EXPORT CARGOES.

Per American bark *Penobscot*, sailed on the 30th April:—For New York—7,138 pkgs. firecrackers, 6,345 rolls matting, 2,684 boxes cassia, 1,454 boxes preserves, 300 boxes cassia buds, 221 pkgs. canes, 150 pieces camphorwood, 100 bales galangal, 90 boxes cassia oil, 60 pkgs. soy, 50 boxes essential oil, and 767 pkgs. merchandise.

Per American bark *Fred. P. Litchfield*, sailed on the 8th May:—For Victoria, B.C.—12,805 bags rice, 1,150 pkgs. wine, 480 boxes oil, and 3,644 pkgs. merchandise.

Per steamship *Ava*, sailed on the 15th May:—For Continent—890 bales silk, 25 bales waste silk, 39 cases silks, 50 cases staraniseed and 477 pkgs. sundries. For London—21 bales silk, 67 bales waste silk, 2 cases silks, 50 cases staraniseed, 51 cases essential oil, 13,884 boxes tea, and 488 pkgs. sundries.

EXCHANGE.

ON LONDON.—
- Bank Bills, on demand 3/8½
- Bank Bills, at 30 days' sight 3/8¾
- Bank Bills, at 4 months' sight 3/9
- Credits, at 4 months' sight 3/9¼
- Documentary Bills, at 4 months' sight 3/9¼

ON PARIS.—
- Bank Bills, on demand 4.69
- Credits, at 4 months' sight 4.76

ON BOMBAY.—Bank, 3 days' sight...224¼

ON CALCUTTA.—Bank, 3 days' sight...224¼

ON SHANGHAI.—
- Bank, sight 72¾
- Private, 30 days' sight 73½

SHARES.

Hongkong and Shanghai Bank Shares—126 per cent. premium.
Union Insurance Society of Canton, Limited—$550 per share.
China Traders' Insurance Company's Shares—$75 per share.
North China Insurance—Tls. 1,425 per share.
Yangtsze Insurance Association—Tls. 141 per share.
Chinese Insurance Company, Limited—$192 per share.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—$95 per share.
Hongkong Fire Insurance Company's Shares—$340 per share.
China Fire Insurance Company's Shares—$65 per share.
Hongkong and Whampoa Dock Company's Shares—buyers 59 per cent. premium.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$43 per share premium.
Indo-China Steam Navigation Co.'s Shares—20 per cent. discount.
China and Manila Steamship Company, Limited—par.
Hongkong Gas Company's Shares—$84 per share.
Hongkong Hotel Company's Shares—$145 per share.
China Sugar Refining Company, Limited—118 per cent. premium.
China Sugar Refining Company (Debentures)—nominal.
Luzon Sugar Refining Company, Limited—$90 per share.
Hongkong Ice Company's Shares—$145 per share.
Hongkong and China Bakery Company, Limited—$100 per share.
Perak Tin Mining and Smelting Company—$192 per share.
Selangor Tin Mining Company—$225 per share.
Perak Sugar Cultivation Company—Tls. 35 per share.
Chinese Imperial Loan of 1874—Nominal.
Chinese Imperial Loan of 1877—Nominal.
Chinese Imperial Loan of 1878—Nominal.
Chinese Imperial Loan of 1881—½ Premium.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & Co.'s REGISTER.)

May 15th.

Barometer—9 A.M.	30.092
Barometer—1 P.M.	30.062
Barometer—4 P.M.	30.027
Thermometer—9 A.M.	73
Thermometer—1 P.M.	74
Thermometer—4 P.M.	74
Thermometer—9 A.M. (Wet bulb)	68
Thermometer—1 P.M. (Wet bulb)	68
Thermometer—4 P.M. (Wet bulb)	65
Thermometer—Maximum	74
Thermometer—Minimum (overnight)	70

HONGKONG TIDE-TABLE.

16TH TO 22ND MAY, 1884.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time. h m	High Water. Height. ft. in.	Low Water. Hongkong Mean Time. h m	Low Water. Height. ft. in.
F.	16	m 2 4	1 8	m 5 26	1 4
		m 11 43	4 4	7 51 a	—0 10
Sat.	17	m 3 25	1 9	m 6 2[illegible]	1 7
		0 30 a	3 11	8 44 a	—0 8
S.	18	m 4 30	2 0	m 8 0	1 8
		1 3[illegible] a	3 6	9 40 a	—0 6
M.	19	m 5 9	2 5	m 9 37	1 6
		3 1[illegible] a	3 1	10 35 a	—0 4
Tu.	20	m 6 4[illegible]	2 10	m 11 3	1 0
		5 3 a	2 10	11 25 a	—0 3
W.	21	m 6 2[illegible]	3 5	0 12 a	0 4
		6 25 a	2 10		
Th.	22	m 6 54	3 11	m 0 13	—0 3
		7 30 a	3 10	1 13 a	—0 6

The height of mean sea-level has been determined at 7.54 feet above zero of the tide-gauge at the Victoria Naval Yard; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 5.345 feet above zero.

The heights in the Tables marked with a minus (—) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

CHINA COAST METEOROLOGICAL REGISTER.

14th May, 1884. at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.[illegible]9	81.5	62	W	2	c	—
Hongkong	29.91	72.7	69	E	3	o	—
Amoy	29.91	74.0	6[illegible]	SE	2	c	—
Foochow	29.98	67.0	69	NNE	2	c	—
Shanghai	29.9[illegible]	71.[illegible]	57	E	3	c	—
Nagasaki	2[illegible].12	—	—	N	3	—	—
Wladiwostock	29.67	44.0	—	SE	4	b	—

15th May, 1884. at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.92	85.5	72	W	2	c	—
Hongkong	30.00	72.7	60	E	5	o	—
Amoy	30.02	68.0	64	NW	1	c	—
Foochow	—	—	—	—	—	—	—
Shanghai	29.9[illegible]	64.5	70	E	4	c	—
Nagasaki	3[illegible].08	—	—	N	2	—	0.02
Wladiwostock	29.76	47.6	—	SE	4	c	—

☞ The Barometer and the Temperature has risen. The Humidity has decreased. Gradients indicate gentle N.E. winds.

W. DOBERCK.

Hongkong Observatory, 15th May, 1884.

METEOROLOGICAL REGISTER.

	Previous day. at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.91	30.00	29.98
Temperature	72.7	72.7	77.3
Humidity	69	60	62
Direction of wind	E.	E.	E.
Force of wind	3.	5	5
Weather	O.	O.	C.
Rain	—	—	—

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.

2.—TEMPERATURE in the shade in degrees and tenths Fahrenheit.

3.—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.

4.—DIRECTION OF THE WIND to two points.

5.—FORCE OF THE WIND according to Beaufort Scale.

6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).—The letters are repeated to indicate any increase over the average of their signification.

7.—RAIN in inches, tenths and hundredths.

For further particulars see "Instructions for making Meteorological Observations in China" (KELLY AND WALSH, Hongkong).

W. DOBERCK.

Hongkong Observatory, 15th May, 1884.

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THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANCE,

By Dr. DEVAN,

With many Additions, Corrections, and Dr. WILLIAMS' Orthography.

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IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of $60,000 on any one

FIRST-CLASS RISK.

RATES ON FIRST-CLASS GODOWNS REDUCED to ½ PER CENT. NETT PER ANNUM FROM THIS DATE.

GIBB, LIVINGSTON & Co., Agents, Imperial Fire Insurance Company.

Hongkong, 9th May, 1881. [17

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.

Hongkong, 5th November, 1883. [809

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICES upon FIRST-CLASS RISKS to the extent of £15,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIK & Co.

Hongkong, 11th May, 1881. [14

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.

NORTON & Co., Agents.

Hongkong, 20th May, 1881. [1

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [10

FIRE INSURANCE COMPANY, OF 1877. IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co., Agents.

Hongkong, 18th January, 1884. [192

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.

Hongkong, 1st January, 1882. [16

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [11

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the avove Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co., Agents.

Hongkong, 16th November, 1872. [12

THE CHINA MERCHANTS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SHANGHAI.

CAPITAL (FULLY SUBSCRIBED) Tls. 1,000,000.

BOARD OF DIRECTORS.

TONG KING SING, Esq., Chairman.

CHU YU CHEE, Esq. | CHANG SU HO, Esq.
CHING TO CHAI, Esq. | YIP YU TIN, Esq.

and ten others.

HO SHEN CHEE, Esq., Secretary.

The Company GRANTS POLICIES on MARINE RISKS at Current Rates to all parts of the World.

Usual returns of Premia are made to all Contributors of Business whether Shareholders or not.

HO SHEN CHEE, Secretary.

Head Office, Hankow Road, Shanghai, 1st June, 1882. [1102

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

Hongkong, January, 1882. [947

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

LINSTEAD & DAVIS, Agents, Sun Fire Office.

Hongkong, 12th May, 1881. [13

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements ......at ⅛ °/ₒ Net per Annum.
On First-class Godowns, & Merchandise stored therein ......at ¼ °/ₒ Net per Annum.
On Coals ......at 1 °/ₒ Net per Annum.
On Petroleum in licensed Godowns ......at 1½ °/ₒ Net per Annum.
On First-class Chinese Tenements ......at 2 °/ₒ Net per Annum.
On Second-class Chinese Tenements ......at 2½ °/ₒ Net per Annum.

DOUGLAS LAPRAIK & Co., Agents for Phœnix Fire Office.

Hongkong, 5th August, 1881. [15

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED,

Is prepared to ACCEPT FIRST-CLASS RISKS at ½ °/ₒ nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE, Secretary.

Hongkong, 27th March, 1882. [731

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.

LUM SIN SANG, Esq.

BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, Queen's Road West,

Hongkong, 14th March, 1881. [554

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN.	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON AND HAMBURG	Esmeralda	Jaeger	Hongkong	Carlowitz & Co.	Quick despatch.
LONDON &c., VIA SUEZ CANAL	Ancona (str.)	R. G. Murray		P. & O. S. N. Co.	On 22nd inst., at 4 P.M.
LONDON, VIA SUEZ CANAL	Glaucus (str.)	Jackson		Butterfield & Swire	On or about 21st inst.
NEW YORK	Anna	Schildt	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Carondelet	Stetson	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Frank Carvill	Chapman	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO via Y'HAMA	City of Tokio (str.)			P. M. S. S. Co.	On 21st inst., at 3 P.M.
SAN FRANCISCO VIA Y'HAMA	San Pablo (str.)			O. & O. S. S. Co.	On 30th inst., at 3 P.M.
VICTORIA, B.C.	Martha	McPherson	Hongkong	Russell & Co.	Quick despatch.
PORTLAND (OREGON)	Navesink	Weeks	Hongkong	Russell & Co.	Quick despatch.
SYDNEY & MELBOURNE, &c.	Euxine (str.)	Yule		Russell & Co.	To-day, at 4 P.M.
SYDNEY AND MELBOURNE	Woosung (str.)	Hunt		Butterfield & Swire	On 21st inst., at 4 P.M.
TRIESTE, &c.	Orion	Maharsich		Melchers & Co.	On 28th inst., at Noon.
CULCUTTA VIA STRAITS	Ascalon (str.)	Peters		Jardine, Matheson & Co.	To-morrow, at 3 P.M.
CULCUTTA VIA STRAITS	Arratoon Apcar (str.)	A.B.MacTavish	Hongkong	D. Sassoon, Sons & Co.	To-morrow, at 3 P.M.
BOMBAY VIA STRAITS	Zambesi (str.)			P. & O. S. N. Co.	On 24th inst., at 3 P.M.
YOKOHAMA VIA NAGASAKI, &c.	Teheran (str.)			P. & O. S. N. Co.	On 24th inst., at Noon.
YOKOHAMA VIA NAGASAKI	Lord of the Isles (str.)	Felgate		Russell & Co.	On 19th inst., at 4 P.M.
YOKOHAMA	Menzaleh (str.)	Blanc		Messageries Maritimes	Quick despatch.
NAGASAKI AND KOBE, &c.	Kumamoto-Maru (str.)	Drummond		M. B. M. S. Co.	On 23rd inst., at 4 P.M.
BANGKOK	Danube (str.)	J. Newton		Yuen Fat Hong	On 18th inst., at Noon.
SHANGHAI	Hydaspes (str.)			P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Oxus (str.)	Rapatel		Messageries Maritimes	Quick despatch.
SHANGHAI	Yangtsze (str.)	F. Schulz		Siemssen & Co.	To-morrow, at 4 P.M.
MANILA VIA AMOY	Diamante (str.)	Stack		Russell & Co.	On 19th inst., at 9 P.M.
HOIHOW AND PAKHOI	Ping-on (str.)	McCaslin	Hongkong	Russell & Co.	On 18th inst., Daylight.
SWATOW, AMOY, & FOOCHOW	Kwangtung (str.)	Young		Douglas Lapraik & Co.	On 18th inst., at 9 A.M.

FOR SALE.

FOR SALE.

REAL SCHIEDAMSCH JENEVER in Stone Bottles; also POMERANZEN BITTERS and SCHIEDAM SCHNAPPS. PRIME SOURKROUT and RED CABBAGE, in Jars, and Salt HERRINGS, in tins.

SPORTING GUNS and RIFLES, REVOLVERS, and CARTRIDGES, SHOTS, &c., &c.

J. F. SCHEFFER, 21 and 23, Pottinger Street.

Hongkong, 3rd April, 1884. [639

FOR SALE.

WACHTER'S ROYAL CHARTER CHAMPAGNE.

Purveyors to Her Majesty the Queen and to H. R. Highness the Prince of Wales by Special Appointment under a Warrant dated 7th March, 1881.

1 Dozen Quarts ......$22.50.
2 Dozen Pints ......$23.50.

Apply to ARNHOLD, KARBERG & Co.

Hongkong, 20th November, 1883. [2102

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1880, WHITE SEAL.

$19 ...... per case of 1 dozen quarts.
$20 ...... per case of 2 dozen pints.

GRAND VIN CHATEAU LEOVILLE.

$24 ......per case of 1 dozen quarts.

CHATEAU LAROSE.

$12 ......per case of 1 dozen quarts.

PONTET CANET.

$9.50 ......per case of 1 dozen quarts.

PALMER MARGAUX.

$7.50 ......per case of 1 dozen quarts.
$8.50 ......per case of 2 dozen pints.

LORMONT.

$5 ......per case of 1 dozen quarts.
$6 ......per case of 2 dozen pints.

ALSO

CUTLER PALMER & Co.'s WINES AND SPIRITS.

SIEMSSEN & Co.

Hongkong, 1st January, 1884. [18

FOR SALE.

CHAMPAGNE, 1874 HEIDSIECK & Co.'s MONOPOLE.

CARLOWITZ & Co.

Hongkong, 1st July, 1881. [1259

J. AND R. TENNENT' ALES and PORTER.

DAVID CORSAR & SONS'

Merchant Navy / Navy Boiled / Long Flax / Crown — CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1867. [19

"LEONHARDI QUELLE."

NATURAL GERMAN SELTZER WATER.

Bottled at the Seltzer-Spring near Gross Karben, in Cases of 8 Dozen Pints, $8.50 per Case.

PUSTAU & Co.—Sole Agents.

Hongkong, 31st January, 1883. [872

IRON BEDSTEADS BENT WOOD FURNITURE, great variety just landed. CURIOSITIES. PICTURES, PIANOS, UPHOLSTERY. FURNITURE FOR SALE OR HIRE.

CASSUMBHOY, Opposite City Hall. [23

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDAL, PARIS, 1878.

Sold by all Stationers and Dealers. [943

PORTLAND CEMENT. J.B. WHITE & BROS.

SOLE AGENTS FOR CHINA, HOLLIDAY WISE & Co.

Hongkong, 11th April, 1883. [55

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY. WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands *unrivalled*. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

A Large REDUCTION in PRICE is made to Purchasers of SIX or more Copies.

LONDON: TRUBNER & Co., 69, PATERNOSTER ROW.

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INSTANTANEOUS VIEWS, GROUPS and PORTRAITS of different sizes, and ENAMELLED taken daily.

Also,

A Set of PHOTOGRAPHIC VIEWS of the scene of the late Riot in Canton.

IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from 37.

STUDIO, QUEEN'S ROAD, Nearly opposite the Hongkong Hotel. [45

T. ALGAR AND COMPANY, HOUSE AND ESTATE AGENTS, RENTS COLLECTED. BROWN, JONES & CO., UNDERTAKERS, MOURNING STATIONERY, &c., MONUMENTS ERECTED.

6, QUEEN'S ROAD EAST. [22

ROBT. SIM & Co.'s PATENT ANTI-FOULING COMPOSITION as supplied to Her Majesty's Ships; The P. & O. S. N. Co.; The Douglas Steamship Co.; The Japanese Government.

Sole Agent, China, Japan, and Manila. EDWARD GEORGE.

Hongkong 31st January, 1884. [258

"JAPAN GAZETTE," YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements will be received at this Office.

Hongkong DailyPress Office, Hongkong, 23rd May 1877.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.

Hongkong, January, 1867. [20

THE TOURIST'S GUIDE. REDUCED PRICE, $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.

Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.

The *Daily Press* Office.

VESSELS ON THE BERTH.

STEAM COMMUNICATION TO WESTERN AUSTRALIA.

THE WEST AUSTRALIAN STEAMSHIP COMPANY'S Steamer "NATAL"

J. Wood, Commander, under engagement with the Straits and Western Australian Governments, is expected to leave Singapore for Fremantle, calling at Batavia, Roebuck Bay, Cossack, Sharks Bay and Geraldton, as notified below:—

PROPOSED TIME TABLE.

NORTHWARD SERVICE.

Leaving Fremantle calling at Geraldton, Sharks Bay, Cossack, Roebuck Bay, and Batavia,

18th 2nd 13th 18th 28th 11th 2nd
March May June July Aug. Oct. Dec.

Arriving at Singapore,

4th 19th 29th 4th 14th 28th 19th
April May June Aug. Sep. Oct. Dec.

SOUTHWARD SERVICE.

Leaving Singapore, calling at Batavia, Roebuck Bay, Cossack, Shares Bay and Geraldton,

12th 24th 1st 10th 20th 5th 21st
April May July Aug. Sep. Nov. Dec.

Arriving at Fremantle,

30th, 11th 16th 25th 8th 30th 8th
April June July Aug. Oct. Nov. Jan.

The "NATAL" has a remarkably fine Saloon, and also excellent accommodation for Second and Third Class Passengers.

For Freight and Passage to the above and other Australian Ports, apply to

McALISTER & Co., Agents.

Singapore, 5th February, 1884. [446

FOR PORTLAND (OREGON).

THE 3/3 L. I. I. American Bark "NAVESINK,"

Weeks, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 12th April, 1884. [757

FOR SAN FRANCISCO.

THE 3/3 L I I American Ship "CARONDELET,"

Stetson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 26th April, 1884. [842

FOR NEW YORK.

THE 3/3 L. I. I. German Ship "ANNA,"

Schildt, Master, will load here for the above Port and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 5th May, 1884. [896

FOR VICTORIA, B.C.

THE British Bark "MARTHA,"

McPherson, Master, will load here for the above Port and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 5th May, 1884. [897

FOR LONDON AND HAMBURG.

THE 3/3 L. I. I. German Bark "ESMERALDA,"

Jaeger, Master, will load here for the above Ports and will have quick despatch.

For Freight, apply to CARLOWITZ & Co.

Hongkong, 25th April, 1884. [834

FOR SAN FRANCISCO.

THE 3/3 L. I. I. British Ship "FRANK CARVILL,"

Chapman, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 5th May, 1884. [895

VESSELS ON THE BERTH.

THE AUSTRALASIA, CHINA, JAPAN, AND STRAITS STEAMSHIP, COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, and TASMANIAN PORTS, NEW CALEDONIA, and FIJI).

THE Steamship "EUXINE,"

Captain Yule, will be despatched as above TO-DAY, the 16th inst., at 4 P.M.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, 6th May, 1884. [908

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship "ARRATOON APCAR,"

Captain A. B. MacTavish, will be despatched for the above Ports TO-MORROW, the 17th instant, at THREE P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 13th May, 1884. [948

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Chartered Steamship "ASCALON,"

Captain Peters, will be despatched as above TO-MORROW, the 17th inst., at THREE P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 10th May, 1884. [936

FOR SHANGHAI.

THE Steamship "YANGTSZE,"

Captain F. Schulz, will be despatched for the above Port TO-MORROW, the 17th instant, at FOUR P.M.

For Freight or Passage, apply to SIEMSSEN & Co.

Hongkong, 14th May, 1884. [954

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship "KWANGTUNG,"

Captain Young, will be despatched for the above Ports on SUNDAY, the 18th instant, at NINE A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 15th May, 1884. [957

FOR BANGKOK DIRECT.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamship "DANUBE,"

Captain J. Newton, will be despatched for the above Port on SUNDAY, the 18th instant, at NOON.

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, 14th May, 1884. [955

UNION LINE.

FOR YOKOHAMA VIA NAGASAKI.

THE Steamship "LORD OF THE ISLES,"

Captain Felgate, will be despatched for the above Ports on MONDAY, the 19th instant, at FOUR P.M.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, 14th May, 1884. [951

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship "GLAUCUS,"

Captain Jackson, will be despatched as above on or about the 21st instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th May, 1884. [793

CHINA NAVIGATION COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND; through Passage Tickets granted to PORT MORESBY, NEW GUINEA.)

THE Steamship "WOOSUNG,"

Captain Hunt, will be despatched as above on WEDNESDAY, the 21st inst., at FOUR P.M.

This vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th May, 1884. [915

STEAM TO YOKOHAMA VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship "TEHERAN,"

will leave for the above place on SATURDAY, the 24th instant, at Noon.

A. McIVER, Superintendent.

Hongkong, 12th May, 1884.

STEAM TO BOMBAY VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship "ZAMBESI,"

will leave for the above place on SATURDAY, the 24th instant, at THREE P.M.

A. McIVER, Superintendent.

Hongkong, 15th May, 1884. [958

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship "HYDASPES,"

will leave for the above place about 36 hours after her arrival with the next English mail.

A. McIVER, Superintendent.

Hongkong, 12th May, 1884.

VESSELS ON THE BERTH.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF TOKIO," will be despatched for San Francisco, viâ Yokohama, on WEDNESDAY, the 21st May, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 °/ₒ from Return Fare; if re-embarking within one year, an allowance of 10 °/ₒ will be made from Return Fare. Pre-paid Return Passage Orders, available for one year, will be issued at a Discount of 25 °/ₒ from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the 20th May. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER, Agent.

Hongkong, 7th May, 1884.

MITSU BISHI MAIL STEAMSHIP CO.

STEAM TO NAGASAKI AND KOBE, VIA INLAND SEA.

(Taking Cargo and Passengers for YOKOHAMA and VLADIVOSTOCK.)

THE "KUMAMOTO-MARU," Captain DRUMMOND, due here on or about the 19th instant, will be despatched as above on FRIDAY, the 23rd instant, at FOUR P.M.

Cargo received on board and Parcels at the Office up to ONE P.M., of the day of Sailing.

No Bill of Lading signed under $2 Freight.

All Claims for Damage must be settled on board before delivery is taken, otherwise they will not be recognized.

Cargo and Passengers for Yokohama will be transhipped to the Shanghai Mail Steamer at Kobe, and for Vladivostock at Nagasaki and/or Kobe.

For further Particulars, apply at the Company's Offices, Praya Central, Ground Floor of Messrs. Russell & Co.

H. J. H. TRIPP, Agent.

Hongkong, 15th May, 1884.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORTSAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON; ALSO BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "ANCONA," Captain R. G. Murray, with Her Majesty's Mails, will be despatched from this for LONDON viâ BOMBAY and SUEZ CANAL on THURSDAY, the 22nd May, at FOUR P.M.

Cargo will be received on board until TEN A.M. Parcels and Specie (Gold) at the Office until TEN A.M., on the day of sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed viâ Bombay, without transhipment, arriving one week later than by the ordinary direct route viâ Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

CHEAP RESERVED ACCOMMODATION can be obtained in this Company's Steamers; for particulars apply at the Office.

N.B.—This steamer takes Cargo and Passengers for Marseilles.

A. McIVER, Superintendent.

Hongkong, 13th May, 1884.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "SAN PABLO," will be despatched for San Francisco, *viâ* Yokohama, on FRIDAY, the 30th instant, at THREE P.M.

To be followed by the S. S. "ARABIC," on MONDAY, the 9th June, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 °/ₒ from Return Fare; if re-embarking within one year, an allowance of 10 °/ₒ will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 °/ₒ from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER, Agent.

Hongkong, 7th May, 1884.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship "OXUS,"

Captain Rapatel, will be despatched for SHANGHAI, shortly after her arrival from Europe.

I. MARTIN, Acting Agent.

Hongkong, 12th May, 1884.

NOTICE.

COMPAGNIE DES MASSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship "MENZALEH,"

Captain Blanc, will be despatched for YOKOHAMA, shortly after the arrival of the next French Mail from Europe.

I. MARTIN, Acting Agent.

Hongkong, 12th May, 1884.

MAIL EXPECTED.

THE FRENCH MAIL.

The M. M. steamer *Oxus*, with the next French mail, left Singapore at 6 p.m. on the 11th, and is due here on or about the 18th inst.

STEAMERS EXPECTED.

The steamer *Suez* left Port Darwin on the 7th, and is expected here on or about the 17th instant.

The steamer *Fidelio*, from Hamburg, left Manila on the 14th, and may be expected here on or about the 17th instant.

The O. S. S. Co.'s steamer *Ulysses* left Singapore on the morning of the 12th, and may be looked for here on or about the 18th inst.

The E. & A. S. S. Co.'s steamer *Menmuir* left Port Darwin on the 9th, and is due here on the 19th inst.

The steamer *Glenorchy* left Singapore on the 13th, and may be expected here on or about the 20th instant.

The Austro-Hungarian Lloyd's steamer *Orion* left Singapore on the 14th, and may be expected here on the 21st inst.

POST-OFFICE NOTICES.

The Postal Guide for 1884, revised to date, will be found in the *Daily Press* Directory, p. 385 large edition, p. 633 small edition, [illegible] is the only authorized complete [illegible] of Postal information published in Hongkong.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne, &c., &c., &c.—Per *Euxine*, to-day, the 16th inst., at 3.30 P.M.

For Straits and Calcutta.—Per *Ascalon* and *Arratoon Apcar*, to-morrow, the 17th inst., at 2.30 P.M.

For Shanghai.—Per *Yangtsze*, to-morrow, the 17th inst., at 3.30 P.M.

For Swatow, Amoy, and Foochow.—Per *Kwangtung*, on Sunday, the 18th inst., at 8.30 A.M.

For Bangkok.—Per *Danube*, on Sunday, the 18th inst., at 9.00 A.M.

For Nagasaki and Yokohama.—Per *Lord of the Isles*, on Monday, the 19th inst., at 3.30 P.M.

For Straits and Bombay.—Per *Zambesi*, on Saturday, the 24th inst., at 2.30 P.M.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Ancona*, will be despatched on THURSDAY, the 22nd instant, with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australasian Colonies.

The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE FRENCH MAIL.

Day before Departure.

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.

7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

The Post Office declines all responsibility for Unregistered Letters containing Jewellery, &c., and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

LETTERS FOR THE UNITED STATES BY SAILING SHIP.

When it is desired to forward letters to the United States by a sailing ship which is not notified as carrying a mail, it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid 10 cents per half ounce as usual. The Post Office then undertakes the duty of obtaining notice of departure and despatching the correspondence. It is requested that the letters be [illegible] possible at least one day before the date fixed for sailing.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China, the Postmasters and Agents of this Office are allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

No responsibility can be accepted by the Post Office for erroneous replies to verbal enquiries, or to notes addressed to subordinate officers. The shroffs told off to sell stamps should especially not be regarded as able to give correct information. The Postal Guide alone is the standard on all points on which such information may be required.

SOLDIERS' AND SAILORS' LETTERS.

(1.) Privates in H. M. Army or Navy, Non-commissioned Officers,*, Bandmasters, Schoolmasters (not Superintending or First Class) Writers, or School-mistresses may send half-ounce letters to the United Kingdom by the English Mail at the rate of two cents (one penny) each, or by the French Mail at the rate of four cents (two pence) each. The postage may be prepaid either in Imperial or in Hongkong Stamps, but not by *both* kinds on the same letter.

(2.) To other places not beyond Great Britain, such as India, Malta, &c., the postage is 2 cents (one penny).

(3.) The same privileges apply to letters addressed to the Private and Non-commissioned Officers named above.

(4.) The letters must not exceed half an ounce. No handkerchiefs, jewellery, &c., can be sent, even with the ends open.

5.—If *from* a Soldier or Sailor his class and description must be stated in full on the letter, the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c., in full. If *to* a Soldier or Sailor, his class and description, with name of regiment, ship, &c., must be stated in full.

(6.) Soldiers and Sailors have no privileges with regard to books or papers, nor can these be prepaid with Imperial Stamps.

* But not Warrant Officers, viz:—Conductor, Assistant Engineer, Gunner, Boatswin, or Carpenter.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ANNA, Ger. ship, F. Schildt.—Order.
A. APCAR, Brit. str., A. B. Mactavish.—D. S. Sons & Co.
ASCALON, Brit. str., J. Peters.—Siemssen & Co.
C. T. HOOK, Brit. str., Wm. Jarvis.—Tung Kee.
EUXINE, Brit. str., Peters.—Russell & Co.
FRANK CARVILL, Brit. ship, Wm. S. Chapman—Captain.
GLENCOE, Brit. str., Park.—Jardine, Matheson & Co.
GLENGARRY, Brit. str., A. Taylor.—Jardine, Matheson & Co.
KAISOW, Brit. bk., J. Gadd.—Captain.

THE DOMINION.

[Inscribed by Permission to Sir Thomas M'Ilwraith.]

Oh fair ideal, unto whom
Through days of doubt and nights of gloom,
Brave hearts have clung, while lips of scorn
Made mock of thee as but a dream—
Already on the heights of morn
We see thy golden sandals gleam,
And, glimmering through the clouds that wrap thee yet,
The seven stars that are thy coronet.

Why tarriest thou 'twixt earth and heaven?
Go forth to meet her, Sisters seven!
'Tis but your welcome she awaits,
Ere, casting off the veil of cloud,
The bodied Hope of blending States,
She stand revealed, imperial, proud;
As from your salutation sprung full-grown,
With green for raiment, and with gold for zone.

From where beneath unclouded skies
Thy peerless haven glittering lies;
From where o'er pleasant pastures rove
The flocks from which thy greatness sprang;
From vine-clad slope and orange-grove;
From "grave mute woods" thy Minstrel sang;
From Alpine peaks aglow with flush of morn,
Go forth to meet her, thou, the oldest-born.

From where, reverberant at thy feet,
The billows of two oceans meet;
From where the rocks thy treasures hide;
From mart and wharf, and harbour-mouth;
From where the city of thy pride
Ennobles all the teeming South—
To meet her, thou with loftiest zeal inflamed,
Go forth, Victoria, queen and queenly named.

And thou, the youngest, yet most fair,
First to discern, and first to dare;
Whose lips, sun-smitten, earliest spoke
The herald words of coming good,
And with their clarion-summons broke
The slumber of the sisterhood—
Foremost of all thy peers press on to greet
Her advent, strewing flowers before her feet.

And thou, around whose brow benign
Vine-leaf and olive intertwine;
Upon whose victories the Star
Of Peace looks down with no rebuke;
The weapons of whose warfare are
The ploughshare and the pruninghook—
Take with thee gifts of corn, and wine, and oil,
To greet thy liege with homage of the soil.

Thou, too, whom last the morning beams
Wake from thy sleep by peaceful streams
Slow westering to the Indian main—
Thou, too, beneath thy later sun
Conspire with these in glad refrain
Of welcome to the coming One,
And from thy fragrant forests tribute bring
Of grateful incense for thine offering.

And thou, Pomona of the South,
Ruddy of cheek, and ripe of mouth,
Who from thy couch of orchard-bloom
With fearless foot art wont to stray
By mountain-lakes, or in the gloom
Of forest-depths unknown of day—
Be thy shrill greeting borne upon the breeze
Above the thunder of thy girdling seas.

Nor thou delay, who dwell'st apart,
To join thy peers with gladsome heart—
Whether the summons thee o'ertake
On icy steep or fruitful plain,
Or where thy craggy bulwarks break
The onslaught of the warring main,
Or find thee couched within some ferny lair
Flax-flower and hyacinth mingling with thy hair.

Bind ye the sevenfold cord apace;
Weave ye the sevenfold wreath, to grace
The brow of her whose avatar
The mighty Mother waits to bless;
In sevenfold choir be borne afar
The music of your joyfulness.
Till o'er the world's disquiet your song prevail—
"Australia Federata! Hail! all hail!"

J. Brunton Stephens, in *Australasian*.

CYCLING IN AMERICA.

Pierre Lallement, an ingenious French workman and mechanician, in the fall of 1865 took the first bicycle which was ever ridden in the United States. His course lay through some Connecticut villages, and he rode a machine of his own construction and invention. As soon as this winter's snows have fairly melted and the spring breezes have dried the roads into something approaching bicycling condition, over 25,000 bicyclists will be speeding their ghostly flight and scaring nervous old women and weak-minded horses. Pierre Lallement is employed by a company that owns not only his original patent but more than a score of others, and turn out every year thousands of machines. Rapid strides though bicycling and tricycling have taken in the country, the progress in England has been still more remarkable, and what may be called the utilitarian side of the movement has arisen there and is now assuming the greater proportion of public interest. To this end the principal manufacturers are devoting all their energies to improving and bringing to perfection the tricycle, which for some years was left completely in the shade by its younger brother the bicycle. Doctors visit their patients, tradesmen send their parcels, by means of the tricycle, and it is said that in some rural districts the delivery of the mails is made in the same manner.

Recent inquiries by a *Tribune* reporter showed that there are about 26,000 machines in use in the United States. The estimate is easily arrived at, for the entire manufacture and importation of the machines are controlled by one firm whose headquarters are in Boston. They licence other makers to use their patents and to import machines, but are in receipt of accurate records of all sales. In two years the patent will expire and this monopoly will be broken up. It is said, however, that only a slight difference will be made to the trade, as the chief firm now exercises its powers with discretion and moderation, and has kept prices down to the lowest point in order to compete with the English manufacturers. At present the East offers the largest market for the sale of the machines, but in the Western States the demand has largely increased during the last two years. Washington contains more bicycles to the square yard than any city in the world probably. Fully four-fifths of the department clerks run on wheels between their homes and their offices, and many venerable heads of departments are said to steer the sober tricycle with as much skill and almost the same speed as their more agile subordinates display on the frivolous bicycle. The former machine is also used by not a few of the gentler sex, although they have not yet reached the pitch of enthusiasm of their English sisters, who are fervently debating the subject of divided skirts and other aids to greater freedom of movement consistent with strict decorum.

The superiority of Washington, "the city of magnificent distances," as a home for the growing diversion, is due largely to two causes: the perfection of the asphalted streets as a track, and the comparative equability of the climate. Boston, where many enthusiastic wheelmen also abounds, presents difficulties in both these respects. The hills are steep and the winters severe. Yet even in Boston business and professional men not infrequently make a practice of reaching town from the suburbs on their own wheel rather than trust to those of the street-cars. Throughout New-England "cycling" is more or less general, all the direct lines of communication, such as the old post-roads and turnpikes, offering a fair track, although near the coast and especially in Connecticut the roads are invariably too heavy for fast time to be made. New York, it is needless to say, affords little inducement to any but enthusiasts. Blessed with almost the worst streets in the world, and with a variable climate always in extremes, the New Yorker has few months in the year in which thoroughly to enjoy the pleasures of a run.

It is a proof, however, of the fascination of the sport that even in New York there are several clubs, one of which has almost as large a membership as any in the Union. The Citizens' Bicycle Club, of which the Rev. T. McK. Brown is the president, numbers about eighty members, and has built itself a club-house which cost $10,000. The New York Club, of which Howard Conkling is president, has among its thirty members many well-known brokers and business men. The Ixions have about the same number of members and are presided over by Frank A. Eagan, while the Harlem Wheelmen, composed of young men chiefly, make up in enthusiasm what they lack in years. Across the river the Kings County Wheelmen have over sixty on the muster roll, while the Brooklyn Bicycle Club in its five years of existence has confined itself to its initial number of about a score; the Heights Wheelmen have an even larger number of members. All of these clubs and the cognate bodies scattered over the country from Maine to California are affiliated to the League of American Wheelmen, whose annual meeting for the transaction of general business is held in one of the principal cities. Last year it was held in this city and this year the wheelmen will meet in Washington on May 19.

"The prospects for the coming season are favourable," said a well-known 'cyclist, the other day. "We have gained a partial victory over the Park authorities and can now ride in Central Park from midnight till 9 a.m., thus giving business-men a chance to get an early spin before going down town. Riverside Park is thrown open without restriction and no better place could be found for practice or recreation. The tricycle is rapidly coming into general favour. With the improved machines an average of from seven to eight miles an hour can easily be made while the average bicyclist only makes nine or ten miles, when riding for pleasure. Ladies are beginning to use them and soon get quite proficient. There is at least one ladies' club in New York and there will soon be more. Would you like to see how many miles a business man who is busy at the office every day can cover during the year? Here is my 'cycling diary. I covered over 1,400 miles in 80 trips, or an average of about 117 miles a month. October and March are the best months in the year here, and then I covered over 200 miles."

"The English machines are held in high favour by some bicyclists, but I think they make a mistake. They are built for English roads, and between an English road and an American road there is a great gulf fixed. Consequently in few months an imported machine is shaken to pieces, some part is broken and it is difficult to get it repaired here. The American machines are more strongly built, are light enough for any but racing purposes and the parts are interchangeable. As to the healthiness of the exercise, I can only say that when I began to ride, or tumble off in my attempts to ride, I was a living skeleton. I am not a two-hundred pounder now but I am stronger and many pounds heavier."—*Tribune.*

PLATFORM WOMEN.

O it is not loud tones and mouthingness,
'Tis not the arms akimbo and large strides,
That make a woman's force. The tiniest birds
With softest downy breasts have passions in them,
And are brave with love.

There is no doubt a general tendency amongst women, both in our own country and in America, towards public speaking. Hypatia the Alexandrian, taught and lectured to men, so did a few noble and highly cultivated dames in Italian cities during mediæval times. The distinction between teaching and speaking is not easy to define, and yet there does exist a very marked line of distinction. A teacher does not put himself forward, but rather the matter which he has to impart, and although his own personality does, and indeed must, pervade his teaching if it is to be in any degree instinct with life, it is not the main part of his business to insist upon it. If he be really first-rate teacher, he keeps himself in the background as much as is consistent with making his subject acceptable and intelligible to his pupils. The reverse is, and must be, the case in public speaking of any kind. The fact of being raised upon a platform, either actual or implied, in order to deliver yourself of your opinion on a question, political, moral, or religious, demands that your individuality shall be brought into the foreground, and shall be made, of necessity, to play a large part in the effect produced upon your audience. The teaching of spiritual and religious truths to children of both sexes is so distinctly a woman's work that no comment upon it can be necessary beyond the obvious remark that it would be well if more educated women would employ themselves, their cultivation, and their imaginative faculties more largely in their direction. Again, the woman who makes literature her occupation, and who tries to influence or to teach the world by means of her written thoughts, and gives it in this way the benefit of her imaginative faculties, is a public character only in so far as she chooses; her private personal feelings may be unknown and even unguessed at; she may remain a wholly fictitious personage in the eyes of the word, the natural right of privacy of the literary man or woman is uninvaded, and yet they may influence, have influenced, and will influence, the whole civilised world. Witness, shades of Sir Walter Scott, of George Eliot, of Elizabeth Barrett Browning (for whose life among them the Florentines have inscribed their gratitude upon the walls of her house), nay, of the great master and depicter of human nature itself, to the truth of my assertion. The distinction, therefore, which I have drawn between teaching and public speaking exists equally between writers and speakers. It is nothing new, this desire to play a public part in the life of the world. Names like those of Hypatia, Catherine of Siena, Vittoria Colonna, Elizabeth of Hungary, and, nearer our own time, Mrs. Fry and Mrs. Nassau Senior, rise to our recollection as among those who, in their separate ways, tried to benefit their generation by putting themselves personally forward either as public teachers, speakers, or leaders of a movement in a new and sometimes startling direction. But of all these women, as of one or two still living whose names will readily occur, it may be said that they were exceptions, single instances perhaps, or nearly single, in their own century. They had followers, but scarcely imitators. What they spoke came out as it were in spite of themselves; they were enthusiasts pure and simple in the different causes of morality, religion, ethics, philanthropy. Were it possible to imitate them successfully, even once a century, the world might be the better for it. Meanwhile we are surely in danger of confounding real enthusiasm with restless craving for excitement, and absorption in a vital question affecting the world at large with the desire for a platform on which to exhibit our dissatisfied restlessness. How will the world be the better for the public-speaking women of our own day is the question before us. A woman's powers of persuasion are great, her personal attractiveness, be she young or old, is often greater still; she possesses, as a rule, a larger share of energy and perseverance than men, she has an unmistakable gift of speech, she can be eloquent and heart-stirring in her appeals to the imagination of her hearers, even addresses to their sense and reason are not wanting. We are ready to measure ourselves with men, and yet we require of them that they shall treat us with the courtesy and consideration which used to be accorded to old-fashioned weak-minded women, and we lose our self-possession, if not exactly our temper, because we have deliberately put ourselves outside the pale by our own act and by the declaration of our ability to stand alone. The attitude of some of the best men and women towards women who present themselves upon platforms verges upon repulsion. These are the beginnings of sorrows; and, alas, we women are not far-sighted. We commonly act upon impulse, and by this I do not mean that we immediately follow an impulse, but that on the whole we are governed by impulse.—*Nineteen Century.*

WOMAN'S TENACITY OF LIFE.

It appears from the gathered statistics of the world that women have a greater tenacity of life than men. Nature worships the female in all its varieties. Among insects the male perishes at a relatively early period. In plants the seminate blossoms die earliest, and are produced in the weaker limbs. Female quadrupeds have more endurance than males. In the human race, despite the intellectual and physical strength of the man, the woman endures longest, and will bear pain to which the strong man succumbs. Zymotic diseases are more fatal to males, and more male children die than females. Deverga asserts that the proportion dying suddenly is about 100 women to 780 men; 1,080 men in the United States, in 1870, committed suicide to 285 women. Intemperance, apoplexy, gout, hydrocephalus, affections of the heart or liver, scrofula, paralysis, are far more fatal to males than females. Pulmonary consumption, on the other hand, is more deadly to the latter. Females in the cities are more prone to consumption than in the country. All old countries not disturbed by emigration have a majority of females in the population. In royal families the statistics show more daughters than sons. The Hebrew woman is exceptionally long-lived, the coloured man exceptionally short-lived. The married state is favourable to prolongation of life among women. Dr. Hough remarks that there are from two to six per cent. more males born than females, yet there is more than six per cent. excess of females in the living populations. From which statistics we conclude that all women who can possibly obtain one of these rapidly departing men ought to marry, and that, as men are likely to become so very scarce, they cannot be sufficiently prized by the other sex.—*Modern Age.*

A BELGIAN HOLIDAY.

There are many places in Normandy and Brittany and in midland Belgium quite unknown to the vast majority of those who wish at once to spend their brief holiday in some place before unvisited, a place combining beauty of landscape with at least fair lodging, and above all not entailing a large expenditure. It is, however, to midland Belgium that the writer would on this occasion draw attention, more especially that portion of it which lies in the beautiful valleys of the Lesse and the Meuse. It may at once be stated that the Dinant-sur-Meuse is the most fitting starting-point for those who wish to spend some pleasant days or weeks up these valleys, or for those who desire to go right into the heart of the Ardennes country, to Rochefort and La Roche; or it can itself be made the goal for a stay of ten days or so. Dinant is within an easy day's reach from London by Dover and Calais or Ostend, the route being direct to Brussels, and from thence *viâ* Namur by branch line, and the fare can easily be calculated by adding on about four shillings to that from London to Brussels, the second-class fare from the latter to Dinant being about 4f. or 4½f. At Dinant itself the rates of *pension* vary between 7½f. and 10f.; at the Hotel des Postes the charges being 9f. or 10f. according as the rooms have a river frontage or not. But after leaving the "Gate of the Ardennes" as some one has rather vaguely styled this town, living in good hotels may be calculated at from 4.50f. to about 7f. (3s. 9d. to 5s. 10d.) daily, at which moderate rate (of course not including "extras" or luxuries) it will be seen that one can live better and much more moderately than in the expensive North British hotels, or even than in private lodgings if there be several of a family sojourning together.—*Cassell's Family Magazine.*

WHAT JEFF. DAVIS SAID.

ALLEGED VERBATIM REPORT OF HIS SPEECH BEFORE THE MISSISSIPPI LEGISLATURE.

Sectional hate, concentrating itself upon my devoted head, deprives me of the privilege accorded to others in the sweeping expression of "without distinction of race, colour or previous condition," but it cannot deprive me of that which is nearest and dearest to my heart, the right to be a Mississippian, and it is with great gratification that I receive this emphatic recognition of that right by the representatives of our people. Reared on the soil of Mississippi, the ambition of my boyhood was to do something which would redound to the honour and welfare of the State. The weight of many years admonishes me that my day for actual service has passed, yet the desire remains undiminished to see the people of Mississippi prosperous and happy, and her fame not unlike the past, but gradually growing wider and brighter as the years roll away.

It has been said that I should apply to the United States for a pardon, but repentance must precede the right of pardon, and I have not repented. Remembering as I must all which has been suffered, all which has been lost, disappointed hopes and crushed aspirations, yet I deliberately say, if it were to do over again, I would again do just as I did in 1861. No one is the arbiter of his own fate. The people of the Confederate States did more in proportion to their numbers and means than was ever achieved by any in the world's history. Fate decreed that they should be unsuccessful in their effort to maintain their claim to resume the grants made to the Federal Government. Our people have accepted the decree; it therefore behoves them, as they may, to promote the general welfare of the Union, to show to the world that hereafter, as heretofore, the patriotism of our people is not measured by lines of latitude and longitude, but is as broad as the obligations they have assumed, and embraces the whole of our ocean-bound domain. Let them leave to their children and children's children the grand example of never swerving from the path of duty, and preferring to return good for evil rather than to cherish the unmanly feeling of revenge. But never question or teach your children to desecrate the memory of the dead by admitting that their brothers were wrong in the effort to maintain the sovereignty, freedom and independence which was their inalienable birthright. Remembering that the coming generation are the children of the historic mothers whose devotion to our cause in its darkest hour sustained the strong and strengthened the weak, I cannot believe that the cause for which our sacrifices were made can ever be lost, but rather hope that those who now deny the justice of our asserted claims will learn from experience that the fathers builded wisely, and the Constitution should be construed according to the commentaries of the men who made it.

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 15TH MAY 1884.

COTTON GOODS.

American Drills, 30 yards, per piece ...	$2.95 to 3.10
American Drills, 15lbs., per piece ...	$3.00 to 3.05
Cotton Yarn, No. 16 to 24, per 400 lbs.	$88.50 to 93.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$93.00 to 105.00
Cotton Yarn, No. 33 to 42, per 400 lbs.	$112.00 to 116.50
Cotton Yarn, Bombay	$78.00 to 79.51
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.60 to 3.81
Dyed Brocades Shirtings, per piece	$3.55 to 3.76
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 2.30
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.58
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8¼ lbs., per piece	$1.95 to 2.32
Grey Shirtings, 9 lbs., per piece	$2.65 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.97 to 2.99
GreyT-Cloths, 24yds. & 32in. 6lbs. p. pc.	$1.20 to 1.25
GreyT-Cloths, 24yds. & 32in. 7lbs. p. pc.	$1.65 to 1.70
GreyT-Cloths, 24yds 36in 8lbs. XO p. pc.	$1.80 to 1.85
GreyT-Cloths, 24yds 36in 8lbs. VV p. pc.	$2.30 to 2.35
GreyT-Cloths, 24yds 36in 8lbs. XX p. pc.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.63 to 0.65
Handkerchiefs, Light Red, per dozen	$0.68 to 0.78
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.38 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.55
White Shirtings, 66 to 80 reed, per piece	$2.80 to 3.30
White Shirtings, 100 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.25
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.30 to 5.32
White Shirtings, MH, per piece	$3.90 to 3.95
White Spotted Shirtings, per piece	$3.45 to 3.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.45 to 3.55
Blankets, 9 lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.25 to 4.45
Blankets, 12 lbs., per pair	$5.70 to 5.74
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, BBB, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, MM Scarlet, per piece	$6.65 to 6.70
Long Ells, MM Assorted, per piece	$6.65 to 6.70
Long Ells, HH Scarlet, per piece	$6.65 to 7.70
Long Ells, HH Assorted, per piece	$6.65 to 6.70
Long Ells, H Scarlet, per piece	$6.65 to 6.70
Long Ells, H Assorted, per piece	$6.70 to 6.75
Lastings, DD, per piece	$12.50 to 13.20
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Rod, per picul	$2.65 to 2.70
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$8.25 to 8.35
Lead, WB, per picul	$4.50 to 4.55
Lead, LB, per picul	$4.40 to 4.45
Lead, Hole Chop, per picul	$4.40 to 4.42
Quicksilver, English, per picul	$55.00 to 55.30
Quicksilver, American, per picul	$55.00 to 55.20
Steel, English, per tub	$3.65 to 3.75
Steel, Swedish, per tub	$4.15 to 4.35
Spelter, per picul	$5.60 to 5.65
Tin, Malacca, per picul	$31.40 to 31.50
Tin, Plates, per box	$4.90 to 4.95

PRODUCE.

Almonds, per picul	$23.00 to 23.50
Alum, 1st quality, per picul	$2.45 to 2.55
Alum, 2nd quality, per picul	$1.75 to 1.85
Bark, Camphor, per picul	$17.50 to 18.50
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$11.50 to 12.50
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.50
Bees Wax, White, per picul	$65.50 to 67.50
Birds' Nests, 1st quality, per picul	$1,650 to 2,400
Birds' Nests, 2nd quality, per picul	$650 to 730
Birds' Nests, 3rd quality, per picul	$75.00 to 200
Brimstone, per picul	$2.55 to 2.65
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.60 to 8.00
Camphor, packed, per picul	$15.50 to 16.70
Camphor, Baroos, clean, per picul	$3,500 to 3,800
Camphor, Refuse, per picul	$1,800 to 1,950
Cardamons, Superior	$121 to 135
Cardamons, Inferior, per picul	$23.00 to 23.00
Cloves, per picul	$35.00 to 36.50
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.25 to 10.00
Coals, Sydney, per ton	$9.25 to —
Coffee, per picul	$22.90 to 24.50
Copper, Sheathing, Japan, per picul	$30.50 to 31.00
Copper, Bolt, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$33.50 to 33.80
Cotton, Bombay, per picul	$15.30 to 16.30
Cotton, Calcutta, per picul	$17.60 to 17.90
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$16.50 to 17.00
Cotton, Shantung, per picul	$16.30 to 16.50
Cotton, Tientsin, per picul	$17.60 to 17.88
Cotton, Tungchow, per picul	$17.50 to 18.30
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$23.00 to 27.50
Dates, Black, per picul	Tls. 2.8.0 to 2.9.5
Dates, Red, per picul	Tls. 2.3.5 to 2.3.5
Dried Lily Flowers	$7.85 to 8.15
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.43 to 1.54
Flour, American, per barrel of 100 lbs.	$3.10 to 3.25
Flour, American, per barrel of 200 lbs.	$6.20 to 6.35
Fungus	$30.00 to 30.50
Flints, per picul	$0.50 to 0.63
Ginseng, American, 1st quality, p. picul	$300 to 285
Ginseng, American, 2nd quality, p. picul	$100 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 13.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$33.00 to 40.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.20
Melon Seeds, 2nd quality, per picul	$4.50 to 4.65
Mushrooms, per picul	$38.00 to 40.50
Mussels, Dry Siam large, per picul	$8.95 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$0.15 to 0.35
Pea Oil, per picul	Tls. 6.4.0 to [illegible]
Peas, White, per picul	$3.15 to 3.26
Peas, Green, per picul	$2.25 to 2.35
Peas, Black, per picul	$1.75 to [illegible]
Peas, Yellow, per picul	$2.06 to 2.12
Peas, Green Beans, per picul	$2.15 to 2.23
Pearl Barley, per picul	$6.50 to 7.[illegible]
Potatoe Flour, per picule	Tls. 1.6.[illegible] to 1.[illegible]
Putchuck, per picul	$13.70 to 14.[illegible]
Rhinoceros Horn, per picul	$2,600 to 3,[illegible]
Rhinoceros Horn, Mother, per picul	$2,000 to 2,4[illegible]
Rice, Siam, No. 1, per picul	$1.82 to 1.8[illegible]
Rice, Siam, No. 2, per picul	$1.76 to 1.7[illegible]
Rice, Siam, milled No. 1, per picul	$1.64 to 1.65
Rice, Siam, milled No. 2, per picul	$1.40 to 1.42
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.75 to 1.76
Rice, Saigon, Straw bags	$1.71 to 1.72
Rice, Japan	$2.10 to 2.70
Saltpetre, per picul	$5.40 to 5.85
Seaweed, Green, per picul	$1.95 to 2.10
Seaweed, Cut, per picul	$2.35 to 2.40
Sesamum, White, per picul	$3.85 to 3.95
Sesamum, Black, per picul	Tls. 3.4.5 to 3.5.5
Sharkfins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 39.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.—	
Betel Nut, per picul	$4.17 to 4.20
Pepper, White, per picul	$21.70 to 22.00
Pepper, Black, per picul	$13.50 to 13.90
Rattan, Straits, per picul	$5.30 to 5.50
Rattans, Bangar, per picul	$4.35 to [illegible]
Sandal Wood, Malabar, per picul	$4.55 to 4.85
Sandal Wood, South Seas, per picul	$21.50 to 22.55
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.85
Sugar, Shek-lung, White, No. 1, p. pcl.	$7.50 to 8.05
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.75 to 6.93
Sugar, Shek-lung, Brown, per picul	$4.25 to 4.30
Sugar Candy, Shek-lung, per picul	$8.90 to 9.00
Sugar Candy, Foochow, per picul	$9.65 to 9.70
Sugar Candy, Swatow, White, per picul	$6.75 to 7.80
Vermicelli, Tientsin, per picul	$7.50 to 7.70
Wheat, Tientsin, per picul	$2.15 to 2.20
Wheat, Japan, per picul	$2.15 to 2.20
Wood Oil, per picul	Tls. 6.3.5 to 6.4.0
Window Glass, per box	$3.65 to 3.70

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Antonio Munoz	April 21	R. Ozore	Span. str	537	Remedios & Co	
Arratoon Apcar	May 5	Mactavish	Brit. str	1392	D. Sassoon, Sons & Co	Calcutta
Ascalon	May 1	J. Peters	Brit. str	1533	Jardine, Matheson & Co	Calcutta
Benledi	May 15	W. Thomson	Brit. str	1030	Gibb, Livingston & Co	
Bernicia	May 11	D. Jones	Brit. str	1702	Arnhold, Karberg & Co	
Breconshire	May 14	Thomas	Brit. str	1300	Adamson, Bell & Co	Hiogo
China	Jan. 25	G. Sathse	Ger. str	648	Hing Lee & Co	Canton
City of Tokio	May 11	J. Maury	Amr. str	3129	P. M. S. S. Co	S. Francisco
C. T. Hook	May 10	W. Jarvis	Brit. str	902	Tung Kee	
Danube	May 10	J. Newton	Brit. str	561	Yuen Fat Hong	Bangkok
De Bay	May 12	W. C. Syder	Brit. str	1083	Mitsu Bishi M. S. S. Co	
Douglas	May 14	S. Ashton	Brit. str	933	Douglas, Lapraik & Co	East Coast
Euxine	May 7	Peters	Brit. str	978	Russell & Co.	Melbourne
Fame	—	Stevani	Brit. str	117	H. & W. Dock Co.	
Fu-yew	May 10	P. Barfoot	Chi. str	920	C. M. S. N. Co	
Glencoe	April 23	Park	Brit. str	1900	Jardine, Matheson & Co	Hiogo
Glengarry	May 10	A. Taylor	Brit. str	1955	Jardine, Matheson & Co	
Glenlyon	May 12	Mackinlay	Brit. str	1376	Jardine, Matheson & Co	
Hainan	Nov. 28	J. Woone	Brit. str	281	H. C. & M. Steamboat Co	Canton
Hankow	—	J. Ogston	Brit. str	2235	Butterfield & Swire	Canton
Honam	—	F. T. Banning	Brit. str	1344	H. C. & M. Steamboat Co	Canton
Iolani	Mar. 13	Wallace	Brit. str	931	Captain	
Kiukiang	—	Clarke	Brit. str	1051	H. C. & M. Steamboat Co	Canton
Kiangchow	—	S. W. Goggin	Brit. str	233	H. C. & M. Steamboat Co	Canton
Kremlin	May 6	J. Andrew	Brit. str	787	Arnhold, Karberg & Co	
Kwangtung	May 15	M. Young	Brit. str	600	Douglas Lapraik & Co	
Kwongsang	May 15	Jackson	Brit. str	918	Jardine, Matheson & Co	
Lord of the Isles	April 26	Falrate	Brit. str	1586	Russell & Co	Yokohama
Massalia	May 8	G. Petersen	Ger. str	1262	Siemssen & Co	
Menzaleh	May 10	B. Blanc	Fr. str	1276	Messageries Maritimes	Yokohama
P. Chom Klao	May 14	H. Stratton	Brit. str	1011	Yuen Fat Hong	
Ping-on	May 15	McCaslin	Brit. str	574	Russell & Co	Pakhoi
Powan	—	Lefavour	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Sea Gull	—	Haydon	Amr. str	48	C. Traders' Insurance Co	
White Cloud	—	A. Benning	Brit. str	352	H. C. & M. Steamboat Co	Macao
Woosung	May 3	Hunt	Brit. str	1109	Butterfield & Swire	Melbourne
Zambesi	May 11	Moule	Brit. str	2050	P. & O. S. N. Co	Bombay

SAILING VESSELS.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Anna	April 9	F. Schildt	Ger. sh	1255	Russell & Co	New York
Catalina	April 20	Williams	Brit. bk	484	Jardine Matheson & Co	
Caroline	May 10	Errekstone	Brit. sch	333	Chinese	
Carondelet	April 3	Stetson	Amr. sh	1376	Russell & Co	S. Francisco
Centaur	May 15	C. Olfersen	Ger. bk	468	Wieler & Co	
Ceylon	April 5	Barstow	Amr. bk	617	Russell & Co	
Charley	May 4	R. Brown	Brit. bk	360	Chinese	
Concordia	April 27	Claussen	Ger. bk	641	Arnhold, Karberg & Co	
Daniel	May 12	P. Vogt	Ger. bk	416	Siemssen & Co	
Don Enrique	April 2	McAllister	Brit. sh	1312	Morris & Way	
Esmeralda	April 3	Jager	Ger. bk	788	Carlowitz & Co	London
Figaro	May 13	B. Muller	Ger. bk	1097	Melchers & Co	
Francisca	May 7	Gontard	Ger. bk	363	Wieler & Co	
Frank Carvill	April 9	Chapman	Brit. sh	1489	Russell & Co	S. Francisco
Frohlich	May 9	W. N. Moller	Ger. bg	360	Wieler & Co	
Kaisow	May 7	J. Gadd	Brit. bk	795	Captain	
Levi C. Wade	April 9	Bagley	Amr. sh	1452	Captain	
M. A. Dixon	May 15	F. Cooke	Brit. bk	415	Order	
Margarethe	Feb. 17	C. Poppe	Ger. sh	1238	Arnhold, Karberg & Co	New York
Martha	April 19	McPherson	Brit. bk	853	Russell & Co	Victoria, B.C.
Melrose	April 19	Bates	Amr. sh	993	Russell & Co	
Navesink	Mar. 20	Welke	Amr. bk	725	Russell & Co	Portland, Or.
Nicoya	May 5	J. Foster	Brit. bk	591	Arnhold, Karberg & Co	
Spartan	Mar. 31	Crossley	Amr. bk	749	Russell & Co	
Twilight	June 8	Warland	Amr. sh	1263	Captain	
Walls Castle	April 18	H. Kennet	Brit. bk	626	Lane Crawford & Co	

MACAO.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Kiang-ping	—	Holmes	Chi. str	360	C. M. S. N. Co	

WHAMPOA.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Shun On	Dec. 14	Blumenberg	Ann. str	136	Chinese	
Roderick Hay	May 1	Nicholson	Brit. bk	290	Turner & Co	

CANTON.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Fushun	May 12	Croad	Chi. str	1504	C. M. S. N. Co	
Olympia	May 12	Christiansen	Ger. str	783	Siemssen & Co	
Yangtsze	May 13	Schultz	Brit. str	780	Siemssen & Co	Shanghai

AMOY.

IN PORT ON 10TH MAY, 1884.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Anglo-Indian	May 4	Henningsen	Brit. bk	444	H. A. Petersen & Co	
Chateaubriand	April 27	J. Edwards	Brit. bk	403	H. A. Petersen & Co	
Fauch Balaugh	April 28	D. Rute	Ger. sch	210	H. A. Petersen & Co	
Galveston	May 7	H. Stunkel	Ger. bk	619	Chinese	
Hans	April 28	Thomsen	Ger. bk	314	H. A. Petersen & Co	
Louise	April 28	C. Holm	Ger. sch	280	H. A. Petersen & Co	
Therese	May 5	Lorenzen	Ger. bk	391	H. A. Petersen & Co	

FOOCHOW.

IN PORT ON 10TH MAY, 1884.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Else	May 3	Brinckmeire	Ger. bk	278	Chinese	
Hilda	April 29	Scallan	Brit. bk	306	Chinese	
Jerfalcon	May 4	Bentley	Brit. sch	237	Chinese	

SHANGHAI.

IN PORT ON 10TH MAY, 1884.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Chihaya Maru	May 4	Murray	Jap. bk	441	M. B. Kwaisha	
Chingtah	Aug. 10	Taylor	Chi. bk	472	C. M. S. N. Co	
Dorotta	April 11	Lecain	Siam. bk	300	Lewis & Hopkins	
Flodden	Aug. 20	—	Brit. bk	—	J. A. Mitchell	
G. H. Wappaus	May 1	Schroder	Brit. bk	533	Nils Moller	
N. Pendleton	April 21	Pendleton	Am. bk	—	Melchers & Co	
North. Empire	Mar. 24	—	Brit. bk	950	Russell & Co	
Queen of India	Mar. 29	Maher	Brit. bk	389	W. Hewett & Co	

NAGASAKI.

IN PORT ON 3RD MAY, 1884.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Gitanilla	Jan. 22	Taylor	Brit. bk	472	Holme, Ringer & Co	
Glenury	May 1	Thomson	Brit. sch	283	Ryle Holme	
Reporter	April 22	Spaulding	Amr. sh	1286	Holme, Ringer & Co	
Sea Swallow	April 24	Way	Brit. bk	332	Holme, Ringer & Co	

YOKOHAMA.

IN PORT ON 3RD MAY, 1884.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
B. F. Watson	Mar. 28	Hawkins	Amr. bk	993	Frazar & Co	
Black Diamond	Oct. 2	Boyd	Ger. bk	670	P. Bohm	
Guiding Star	May 2	Schultzer	Brit. bk	313	J. E. Collyer & Co	
Leela	April 10	Crowley	Brit. bk	610	J. E. Collyer & Co	
Marie	April 24	Ipland	Ger. bk	465	J. E. Collyer & Co	
Mary C. Bohm	Nov. 23	Baade	Ger. sch	48	P. Bohm	
Omega	April 25	Brown	Brit. bk	480	J. E. Collyer & Co	
Oscar Mooyer	April 29	Johannsen	Ger. bk	382	J. E. Collyer & Co	
Pactolus	April 27	Bromham	Amr. sh	1145	P. Heinemann & Co	
Penelope	Mar. 29	Miner	Brit. sch	84	Langfeldt & Mayers	
Rose	Nov. 14	Wilson	Rus. sch	53	R. Clarke	

MANILA.

IN PORT ON 1ST MAY, 1884.

Vessel.	Date of Arrival.	Captain.	Flag and Rig.	Tons	Consignees.	Destination.
Alert	Feb. 3		Amr. sh	1154	Kee & Co	Boston
Ben Sewall	April 1		Amr. sh	1361	Smith, Bell & Co	
Farragut	April 28		Amr. sh	1519	Smith, Bell & Co	
Great Admiral	Jan. 11		Amr. sh	1576	Macleod & Co	
Lodsen	April 13		Nor. bk	287	Smith, Bell & Co	
Paul Revere	April 28		Amr. sh	1735	Macleod & Co	
Pepita	—		Span. bk	—	Order	
Stormy Petrel	Mar. 17		Brit. bk	748	Holliday, Wise & Co	

ILOILO.

Vessel.	Date of Arrival.	Captain.	Flag and Rig.	Tons	Consignees.	Destination.
Adolph	April 10		Ger. sh	867	Smith, Bell & Co	Halifax
Frohlich	April 10		Ger. bk	360	Order	Hongkong
Gustav	Mar. 28		Ger. bk	656	Order	States

CEBU.

Vessel.	Date of Arrival.	Captain.	Flag and Rig.	Tons	Consignees.	Destination.
Annetta	Mar. 28		Ital. bk	474	Macleod & Co	
Herbert Block	April 19		Amr. bk	573	Macleod & Co	States
W. W. Crapo	Mar. 31		Amr. bk	1577	Smith, Bell & Co	

BANGKOK.

IN PORT ON 12TH APRIL, 1884.

Vessel.	Date of Arrival.	Captain.	Flag and Rig.	Tons	Consignees.	Destination.
China	Mar. 8	—	Siam. bg	199	Chesua Pau	
Diamond City	Jan. 24	Spencer	Siam. bk	261	Poh Chin Soo	
Fortune	Mar. 23	Soderstrom	Siam. bk	447	Poh Watt	
Heng Seng	Oct. 14	Reynolds	Siam. bk	516	Chinese	
Hero	Mar. 22	Meyer	Siam. bg	173	Chinese	
Kim Chye Seng	Oct. 5	Chinese	Siam. sch	233	Chesua Tit	
K. Soon Hoeat	Feb. 26	Nisted	Siam. lug	208	Chesua PoE	
Kong Lee	April 18	Hansen	Siam. sch	245	Phya Nakon	
K'stina Nielsen	April 2	Fuller	Amr. bg	279	P. T. & Co	
Louisa	Mar. 22	Schierloh	Ger. sch	245	P. T. & Co	
Lucky	Nov. 13	—	Siam. bk	424	Chinese	
Mercury	May 14	Hennings	Siam. bg	102	Chinese	
Phoenix	Mar. 21	Argesnor	Siam. sch	—	Maang Sui	
Printemps	Mar. 27	Gaillard	Fren. bk	357	Heng Lee	
Soon Hwatt	Mar. 1[illegible]	Chinese	Siam. bg	—	Captain	
Starlight	Oct. 16	Moller	Siam. bk	570	Poh Tek	
Stesso	Mar. 23	Bozzo	Ital. bk	523	Borneo Co., Limited	
Telegraph	April 2	Sequeira	Siam. bk	327	Chinese	
Young Siam	Feb. 27	Saxtorpx	Siam. sh	701	Poh Hee	

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns	H.P.	Captain.	Where at
Albatross	screw sloop	4	840	Com. Hicks	Wuhu
Audacious	double-screw iron frigate	14	4330	Captain Pearson	Amoy
Champion	corvette	14	2340	Captain Powlett	Hongkong
Cleopatra	corvette	14	2610	Capt. H. N. Hippisley	Shanghai
Cockchafer	gunboat	4	470	Lt.-Com. R. L. Groome	Shanghai
Curacoa	corvette	14	2540	Captain Anstruther	Shanghai
Daring	composite sloop	4	920	Com. Laurence Ching	Canton
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Lieut.-Com. Gamble	Hankow
Flying Fish	sloop	4	840	Capt. J. F. L. P. Maclear	Amoy
Fly	double-screw gun-vessel	4	490	Com. John Hope	Shanghai
Foxhound	gunboat	4	470	Lieut.-Com. McQuhae	Foochow
Linnet	gunboat	5	1050	Commander G. W. Hill	Hongkong
Merlin	composite gunboat	4	430	Lt.-Com. R. B. C. Brenton	Amoy
Midge	double-screw gun-vessel	4	470	Com. Hothan	Tientsin
Pegasus	sloop	6	970	Com. Bickford	Singapore
Sapphire	corvette	12	2360	Capt. J. R. T. Fullerton	Yokohama
Swift	double-screw gun-vessel	5	1010	Commander Collins	Amoy
Tweed	double-screw gunboat	3	340	In reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Cuming	Hongkong
Vigilant	paddle despatch-vessel	2	1230	Lt.-Com. T. E. Maxwell	Swatow
Wivern	turret-ship	4	1450	In reserve	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. C. K. Hope	Singapore

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Name.	Flag.	Guns.	H.P.	Captain.	Where at.
Abreck	Russian gunboat	7	300	Captain Schanz	Nagasaki
Adonis	French gunboat	5	250	Commander Caillard	Saigon
Alert	American corvette	4	800	Commander J. C. Barclay	Shanghai
Cristo. Colombo	Italian corvette	—	—	Captain Accinni	Shanghai
D'Estaing	French cruiser	15	—	Captain Coulombeaud	Shanghai
Duguay-Trouin	French corvette	—	—	Captain Muret de Pagnac	Shanghai
Enterprise	American corvette	6	800	Commander A. S. Barker	Swatow
Ermak	Russian transport	—	80	Captain Koltchau	Vladivostock
Essex	American corvette	6	800	Com. A. H. McCormick	Yokohama
Gornostai	Russian gunboat	7	80	Commander Stark	Vladivostock
Iltis	German gunboat	4	340	Lieut.-Com. Rotger	En route S'hai
Juniata	American corvette	8	900	Com. P. F. Harrington	Korea
La Galissoniere	French frigate	14	—	Captain Fleuriais	Shanghai
Lutin	French gunboat	4	100	Captain Dobar	Cruising
Marq. del Duero	Spanish gunboat	3	550	Capt. José Calderon	Hongkong
Minin	Russian frigate	—	6000	Captain Grenquist	Nagasaki
Monocacy	American gunboat	6	750	Com. F. J. Higginson	Nagasaki
Morge	Russian gunboat	7	80	Commander Boyle	Nagasaki
Nasednik	Russian corvette	13	250	Captain Kalagerass	Nagasaki
Nautilus	German gunboat	—	—	Captain Ascheuborn	Hongkong
Nerpa	Russian gunboat	7	80	Commander Valrondt	Vladivostock
Opritchnik	Russian cruiser	13	250	Capt. B. Ivashentzoff	Nagasaki
Palos	American gunboat	6	500	Com. G. D. B. Glidden	Shanghai
Rasboynik	Russian cruiser	8	250	Captain Pojarsky	Yokohama
Skobeleff	Russian corvette	—	—	Captain Blazodsreff	Nagasaki
Sobol	Russian gunboat	7	80	Commander Boyle	Nagasaki
Stosch	German corvette	18	500	Captain von Nostitz	Shanghai
Tamega	Portuguese gunboat	—	—	Capt. da Costa Cabral	Macao
Tongous	Russian gunboat	—	—	Commander Heck	Vladivostock
Trenton	American frigate	14	—	Captain Phythian	Nagasaki
Triomphante	French ironclad	14	—	Captain Baux	Shanghai
Velasco	Spanish cruiser	3	1500	Capt. D. E. Sutron	Hongkong
Villars	French corvette	15	600	Captain Vivielle	Shanghai
Volta	French cruiser	—	—	Captain Fournier	Shanghai
Wolf	German gunboat	4	340	Lieut.-Com. von Raven	Amoy

CANTON GUNBOAT SQUADRON.

Name.	Flag and Rig.	Guns	Tons	H.P.	Commander.	Station.
An-lan	Viceroy's gunboat	7	250	75	—	Hongkong
Chee-hing	Revenue cruiser	2	30	20	—	—
Chien-jui	Revenue cruiser	3	80	17	—	Hongkong
Chien-to	Viceroy's gunboat	7	250	75	J. Stewart	Canton
Ching-tsing	Viceroy's gunboat	4	180	60	F. Bessard	—
Chop-sai	Viceroy's gunboat	—	—	—	—	Canton
Hai-cheong-ching	Viceroy's gunboat	—	—	—	—	Hongkong
Hai-king-ching	Viceroy's gunboat	—	—	—	—	Canton
Hoi-tung-hung	Viceroy's gunboat	—	—	—	Leung Yiu Ting	Canton
Peng-chao-hai	Revenue cruiser	4	562	125	Chow Shoi	Hongkong
Quang-on	Viceroy's gunboat	4	120	40	Lie-ping-tie	Canton
San Hang	Viceroy's gunboat	—	—	—	Yang Yung Liu	
Tching-ou	Viceroy's gunboat	2	120	40	Chinese Admiral	Bogue Forts
Tching-po	Viceroy's gunboat	3	100	40	Ching	Bogue Forts

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